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City of Rio Vista General Plan 2001



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City of Rio Vista

GENERAL PLAN 2001



Adopted July 18, 2002
City Council Resolution No. 02-62

Prepared by:

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Dedication

In Memory of Toni Montgomery

Toni Montgomery was an enthusiastic member of the General Plan Steering Committee. She was particularly interested in several of the Plan's key elements: a comprehensive trails/open space system; revitalization and preservation of downtown; and designing future development in a way that continues the pattern and character of traditional Rio Vista neighborhoods.

Her enthusiasm and dedication greatly influenced the General Plan and inspired the Steering Committee and many others who worked on it. The General Plan 2001 is dedicated to her memory in the hope that it is worthy of her efforts and those of all who participated in its creation.

Dedicated by action of the City Council

October 17, 2002

Dedication

In Memory of Our Missionary

The missionary work of John Smith, founder of the Great Plains Mission, is a story of faith and sacrifice. He was a man of great vision and courage, who dedicated his life to the service of his fellow men. His work was not without its hardships, but he persevered through them all, and his legacy lives on in the hearts of those who follow in his footsteps.

The mission of the Great Plains Mission is to spread the Gospel of Jesus Christ to all people. We are committed to the highest standards of integrity and honesty in all our dealings. We are also committed to the well-being of the people we serve, and we will do everything in our power to help them in their time of need.

Approved by action of the City Council

October 17, 2002

**PARTICIPANTS IN THE
RIO VISTA GENERAL PLAN 2001**

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Don DeSilva, Vice Mayor	Ron Jones
George Alphin *	Eddie Woodruff
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* 1998 - 2001

PLANNING COMMISSION:

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PREFIXES FOR IMPLEMENTING ACTIONS

PCB	Planning Constraints & Boundaries
LU	Land Use
CD	Community Character & Design
H	Housing
ED	Economic Development
CM	Circulation & Mobility
OSR	Open Space & Recreation
RCM	Resource Conservation & Management
SN	Safety & Noise
PF	Public Facilities & Services

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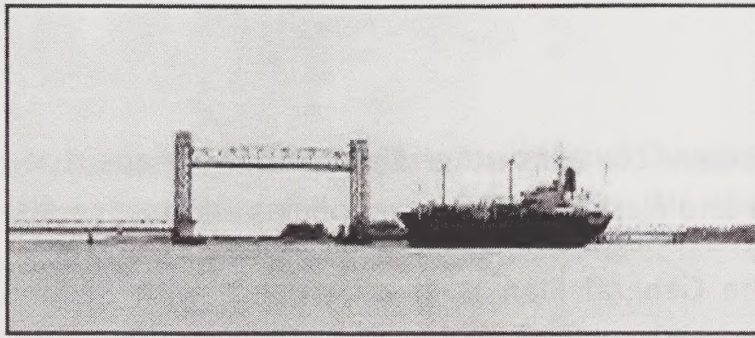
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CONTENTS OF THE RIO VISTA GENERAL PLAN 2001

1. ***Introduction*** Relates the function and intent of the General Plan; the community background and historical context of Rio Vista; and the development, content, and organization of the General Plan.
2. ***Community Vision*** Describes the public involvement process that identified the concerns of Rio Vista residents, business owners, and other interested individuals for the future of the community. The Rio Vista principles and community vision were developed in Town Hall meetings that were conducted as part of the General Plan update.
3. ***Planning Constraints & Boundaries*** Describes several boundaries and concepts that are used in long-range city planning: city limits, sphere of influence, annexation, urban growth boundary, planning area, and areas of concern. In identifying these boundaries for Rio Vista until 2020, this element defines the pattern and development of growth in the community.
4. ***Land Use*** Discusses existing and projected land use conditions, and land use designations and standards.
5. ***Community Character & Design*** Discusses (1) the physical characteristics that lend shape, form, and identity to the Rio Vista community; and (2) the architectural and urban design principles that create the shape, form, and appearances of new and existing neighborhoods.
6. ***Housing*** Identifies the existing and projected housing needs. The element also establishes goals, policies, and implementing actions for the preservation, improvement, and development of housing to meet the needs of all economic sectors of the community.
7. ***Economic Development*** Establishes policies to maintain and enhance economic development opportunities within the City and to define a long-term framework for sustainability. This element focuses on how Rio Vista can direct local resources to retain and assist local business, and to attract new industry.
8. ***Circulation & Mobility*** Identifies the general location and extent of the existing and proposed roadways, highways, railroads, and transit routes. The element identifies policies and programs to reduce traffic congestion, promote alternative forms of transportation, and provide safe travel throughout the City.
9. ***Open Space & Recreation*** Provides for the conservation, development, and use of natural resources; details plans and measures for the preservation of open space; and provides for outdoor recreation facilities.
10. ***Resource Conservation & Management*** Provides goals and policies for both traditional "active" parklands and non-traditional "open space recreational" parklands. The element specifies standards and conditions as guidelines for planning parks and recreation facilities, including their size, type, and location.
11. ***Safety & Noise*** Establishes standards and plans for the protection of the community from a variety of hazards, including earthquakes, floods, crime, fire, hazardous materials, and electromagnetic fields. The element also identifies standards for transportation and fixed noise sources to protect the health and welfare of the community.
12. ***Public Facilities & Services*** Identifies facility and service needs of the community and performance standards to ensure that desired service levels are maintained. The element discusses civic facilities, libraries, schools, electric and privately owned utilities, water and wastewater systems, solid waste and recycling, water and energy conservation, and the extension of City services.
13. ***Policy & Implementation Summary*** Lists all of the General Plan policies and their associated implementation actions. A matrix for implementing actions includes who is responsible, when the action will be implemented, and how the action will be funded.

Note: The General Plan also contains references, a glossary, and appendices.



NAVIGATING THE RIO VISTA GENERAL PLAN 2001

A general plan is a planning document that a community uses to guide its growth and development. The general plan reflects the goals and objectives of the community. The plan sets forth policies to protect and enhance the well-being of its citizens and resources.

Although inter-related, each chapter (or element) in the general plan serves a unique purpose. In a sense, each element is a separate document that addresses a particular subject area. The primary components of the Rio Vista General Plan 2001 are officially adopted maps and an accompanying text, including:

- The General Plan document text, which incorporates a setting and outlook section and the goals, policies, and implementing actions for each element.
- The Land Use Map, which graphically represents the City's existing and planned land use mix and pattern. This map is required by State law and clearly designates the type of land use (e.g., residential, commercial, and industrial) and the applicable maximum residential density for each property within the planning area.
- The Circulation Map, which shows existing and proposed roadways and their status (e.g., arterial and collector), and the components of the City Trails and Pathways Plan Map.
- The Sensitive Local Resource Areas Map, which shows known sensitive areas within the planning area, including biological, visual, and topographical resources.

- The document contains other diagrams and maps that provide specific direction and clarify or illustrate policies and issues discussed.

The content of the General Plan is in accordance with Section 65302 of the Government Code, with seven mandatory elements and additional optional elements, as illustrated below. The City of Rio Vista considers this General Plan, incorporating the Land Use Map and Circulation Map, to meet all the State-mandated requirements for the substance and content of a General Plan.

The Rio Vista General Plan was developed as a hybrid general/specific plan. The City's intent was to take a more detailed approach to comprehensive planning of this small and largely undeveloped community. Unlike most general plans, Rio Vista's General Plan incorporates "performance" policies, standards, and implementing actions that dictate levels-of-service, performance thresholds, and other specific indicators to achieve the type of community the City is seeking. Successful implementation of these performance standards will be paramount in achieving Rio Vista's desired quality of life. (*See the Introduction.*)

COMPARISON OF STATE-MANDATED ELEMENTS TO THE RIO VISTA GENERAL PLAN

State-Mandated General Plan Elements

Land Use
Housing
Circulation
Open Space
Conservation
Safety
Noise

Rio Vista General Plan Elements

Introduction
Community Vision
Planning Constraints & Boundaries
Land Use
Community Character & Design
Housing
Economic Development
Circulation & Mobility
Open Space & Recreation
Resource Conservation & Management
Safety & Noise
Public Facilities & Services

The Rio Vista Principles have guided the development of the goals, policies, and implementing actions set out in the General Plan. The Rio Vista General Plan 2001 establishes the following major directions:

- Rio Vista will not pursue further annexations or expansion of urban boundaries beyond the current city limits and two small areas within the existing Local Agency Formation Commission's sphere of influence, as delineated in an urban growth boundary (UGB) established in Chapter 3. Within the UGB, no further annexations will be considered until a large percentage of the total capacity of existing lands within the city limits and the two large tracts of land located nearest the traditional community have been substantially developed. The only exceptions are the 28-acre Rio Vista Army Reserve Center currently in the process of conveyance by the Department of the Army and the City's wastewater treatment plant on Beach Drive. This direction will establish a compact and contiguous growth pattern that reinforces past development patterns and limits the threat of urban development on the agricultural economy and environmental resources.
- From this point forward, all new developments will establish multiple connections both to adjacent neighborhoods and internally.
- New developments will use a street pattern, building and parking siting arrangement, scale, and landscape character that builds on and extends Rio Vista's traditional street grid and character.
- Adequate public services, facilities, and recreational opportunities will be ensured before new development projects proceed.
- New commercial projects will not be allowed to "preempt" the market by developing before sufficient aggregate demand exists to support both the new and existing businesses.
- Industrial lands will be provided in areas and amounts sufficient to allow for a balance of job and housing growth.

- Environmental resources and characteristics that define the community, such as the riverfront, hillsides, drainageways, and swales that are significant and visible landmarks, will be respected when development occurs. New development will preserve these features in a way that maintains their current function and visible characteristics.
- The quality of the built environment will be improved with every new building or development project.

Ideally, a general plan is updated every 5 years. For Rio Vista, 11 years have passed since its general plan has been substantially revised. The 2001 General Plan results from 3 years of community participation. At four Town Hall meetings, interested citizens voiced their ideas and concerns for the City's future. The public involvement process resulted in development of the Rio Vista Principles. These principles embody the community's vision and are the core guidance for each element of the General Plan. (See the Community Vision element.)

RIO VISTA PRINCIPLES

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

PRESERVE THE ENVIRONMENTAL RESOURCES THAT DEFINE RIO VISTA

PROVIDE ADEQUATE LEISURE AND RECREATION OPPORTUNITIES FOR ALL RIO VISTA RESIDENTS

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

Each general plan addresses a defined area for a defined time. This General Plan does not anticipate the need for new annexations to the City during its planning time frame (2020). A key issue in planning the City's growth is balancing the need for economic growth with maintaining the quality of life that

is characteristic of a small town. The General Plan considers these planning constraints and provides policies to ensure that:

- Growth occurs in an orderly, compact, and efficient manner—allowing for municipal services and infrastructure to be extended at the least possible cost;
- Impacts of urban development on agricultural operations are minimized;
- City and County planning efforts are complementary; and
- Urban development in the vicinity of Rio Vista occurs where adequate municipal services are available.

(See the Planning Constraints & Boundaries element.)

The Land Use element designates a category (designated a “district” in the Rio Vista General Plan 2001) to each type of land use that is anticipated in the planning area. This element also identifies the activities typically associated with these land uses that would not create conflict in the community. Under special circumstances, the City makes exceptions to the designated land uses and their allowed uses. (Tables 4–3 through 4–10 provide additional detail for each land use district, including its location, purpose, allowed or required use, and performance standards and design characteristics.)

With the City’s approval of the 1991 General Plan Amendments to the Rio Vista General Plan 1985, and subsequent development agreements on those annexed lands, residential densities and non-residential development intensities are expected to remain largely unchanged during the time of this General Plan. Consequently, the changes proposed in this Land Use element do not anticipate significant changes in population increases or employment projections. The changes proposed for the element focus on a new configuration of land use districts (i.e., land use designations) rather than any significant change in, or reallocation of, allowable land uses.

What is expected to change as a result of this General Plan update is the integration of various land use types within a single district. The Neighborhood Core and Neighborhood Service/ Mixed Use districts proposed with this element are intended to allow and, in fact, encourage flexibility in community design so as to foster the City's desire for traditional neighborhood character and facilitate a more pedestrian-friendly living environment.

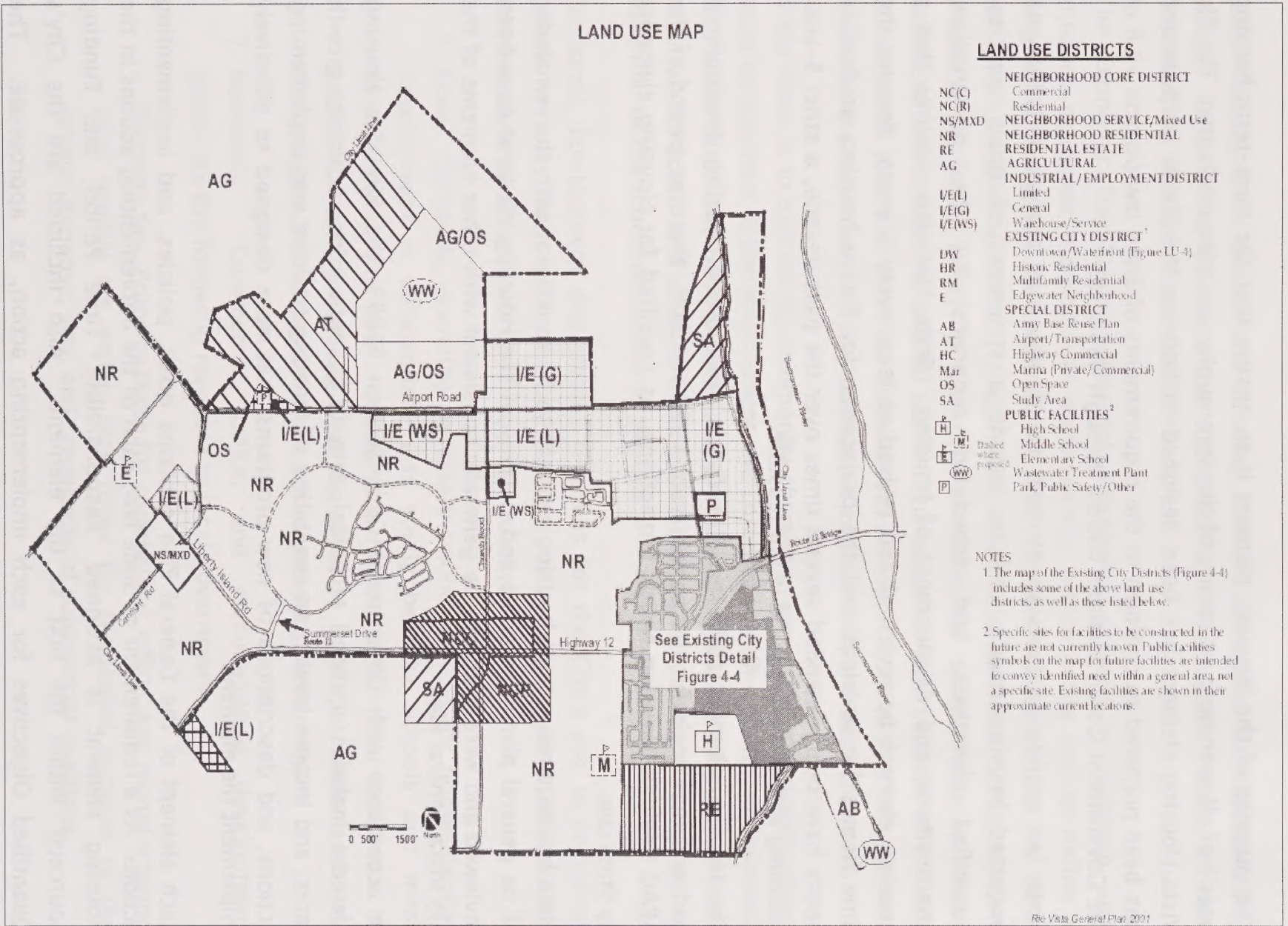
Within the range of proposed land use districts of this General Plan are all the land use designations of its predecessor. Allocation of land uses, including Estate Residential; Low-, Medium-, and High-Density Residential; Commercial; Industrial; Recreational; and Public Land uses are allocated in generally the same proportion as in the previous General Plan.

These uses may, however, be distributed among more than one land use district where residential units and compatible, job-generating uses are expected to develop in proximity to one another.

The Land Use Map illustrates the land use decisions made in the General Plan. A Land Use Map shows the general locations and relationships of various land uses to each other geographically. It is important to remember that a Land Use Map is intended to illustrate the goals and policies as described in the text. The Land Use Map is one implementation tool of many; in and of itself, the map is not the entirety of land use policy. (See the Land Use element.)

The design aspect of land use plays a critical role in a community's "character," referring to the physical characteristics that lend shape, form, and identity to a city. Concepts such as "small town," "quality of life," "living environment," "neighborhood," and "community" are, to a large extent, expressions of familiar physical characteristics—landmarks, streets, buildings, parks, and natural features that create a unique identity in every community.

The Community Character & Design element contains creative architectural characteristics and design principles that can unify the community visually and maintain its small-town charm, while supporting projected growth and development. (See the Community Character & Design element.)



The purpose of the Housing element is to ensure that the long-term housing needs of all economic segments of the community are adequately met. The Rio Vista Housing element has been designed to address the above purpose and has been prepared to conform to the requirements of State law (Article 10.6 of the Government Code, Sections 65580 through 65589.8).

State law requires a housing element to identify and analyze existing and projected housing needs, and to include a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. State law also requires that a housing element be reviewed and revised at least every 5 years. Because the time frames for revisions and the projections for future housing production needs have been extended several times over the past decade, a strict 5-year planning and analysis period is not feasible.

The Housing element addresses Rio Vista's quantitative housing development and program goals for the period from 1999 to 2006, the time period of the ABAG Regional Housing Needs Projections, as specified for Housing elements by State law.

State law requires a city's housing element to be consistent with the remainder of its general plan. The goals and policies of the Housing element have been reviewed and were found to be generally consistent with other elements of the Rio Vista General Plan.

In accordance with Government Code Section 65583, the Rio Vista Housing element includes updated technical data (e.g., population, housing, growth rates, and income levels), an evaluation of existing policies and implementing actions, and descriptions of new programs that were designed to effectively implement the element.

Each element of the General Plan contains goals, policies, and implementing actions. As a requirement of State law, each of the implementing actions in the Housing element is assigned "Responsibility, Time Period, and Funding Source(s)" within the text of the element. Also included are the City's Quantified Objectives for each implementing action, as appropriate. The

responsibility, time period and funding source(s) assigned to implementing actions in all other elements are identified in the Summary Matrix of this General Plan. (See the Housing element.)

The Economic Development element establishes policies to maintain and enhance economic development opportunities within a city and to define a long-term framework for sustainability. This element addresses how Rio Vista can direct local resources to: (1) retain and assist local business, (2) attract new industry, (3) focus efforts of the City on industrial sectors that are most beneficial and attainable, and (4) use limited industrial land capacity effectively to maximize jobs and services. The element identifies actions that will support efforts to increase the tax base, strengthen and diversify the local economy.

If Rio Vista is to sustain its community character, new economic development must be sensitive to the environment and compatible with existing and planned land uses. Since the Sacramento River provides a special area for commercial activity, services, and employment, maintaining this working waterfront is essential to the economic vitality of the City.

Economic development also creates revenues for the City's use in providing public services. Industrial, commercial, and office development affects the community's fiscal health in the following two ways:

1. **Cost.** Generally, providing necessary public services for nonresidential development is substantially less costly because schools and most emergency service needs are directly related to 24-hour residents. In addition, housing typically takes up three to ten times more land area than required for nonresidential uses (depending on density).
2. **Revenues.** Commercial, office, and manufacturing development generates the following revenues to local government:
 - **Property tax.** Property taxes for commercial, office, and manufacturing uses usually are higher than those for residential because of the greater expense, size, and complexity of commercial buildings.

- **Sales tax.** Taxable sales are associated with both retail and industrial businesses. Industrial sales tax may depend on whether the sale is actually recorded in the Rio Vista location or whether the company's offices are elsewhere.
- **Indirect revenues and additional business attraction.** Industrial jobs pay wages and salaries that are spent, at least in part, in the local economy. Manufacturing supports and attracts other businesses needed for support goods and services, which in turn pay wages and salaries, and make purchases from other local businesses—both new and existing. This “multiplier” effect results in several times the purchasing power of the first dollar spent on wages eventually being spent on other goods and services, many of which are taxable.

The General Plan Land Use Map in Chapter 4 and the City's Redevelopment Area (shown as Figure 7-1) identify sites for commercial and industrial development at appropriate locations in the planning area. Because of the need to minimize land use or environmental conflicts, development costs at some sites will be higher than those at unconstrained alternative locations. One purpose of the Economic Development element is to ensure that additional costs are not imposed on new development because of unnecessary governmental constraints. In this context, the City will act as a “development partner,” facilitating the approval process while ensuring that environmental resources are protected, consistent with the General Plan.

To sustain its ability to provide public services for existing and future residents, the City will need to enhance its revenue base through new retail, commercial, office, and industrial development. Concurrently, the City must help local businesses grow and provide employment for existing and future residents. A healthy, vital community can be sustained with a strong and diverse local economy. (See the Economic Development element.)

The Circulation & Mobility element is concerned with the movement of people and goods through and around the community. The element focuses on the community's system of regional or cross-town streets (arterials and collectors), local access or neighborhood streets, transit, and bicycle and pedestrian routes.

There is a growing recognition that transportation facilities should be designed to serve all members of the community: children, seniors, the handicapped, and those who depend on automobiles, buses, or other means of transportation for mobility. Mobility is essential to personal, neighborhood, and community growth and opportunity.

The growth in regional traffic is closely tied to the pattern of land use that has evolved in the Bay Area and Sacramento regions, resulting in long commutes to work. Single-passenger autos have strained the regional transportation system to its limits. In addition, air pollution is a major regional issue that has been firmly linked to transportation—cars cause more than half of all air pollution in California.

Except for the portion through downtown Rio Vista, the State Route 12 (commonly called Highway 12) corridor currently does not experience regular periods of congestion and delay; however, travel demand forecasts predict that traffic will more than double over the next 20 years. The highly traveled Helen Madere Bridge (commonly called the Rio Vista Bridge) is limited by its two-lane design. Long-term (2025) traffic projections indicate that additional capacity for crossing the Sacramento River may be necessary. The element addresses these long-term local and regional traffic and circulation issues.

Safety is the primary concern for Rio Vista residents with regard to travel within the City. A consistent bicycle and pedestrian network is needed to increase safe access for bicyclists and pedestrians to work, school, recreation, retail, and other destinations. Such a system will create a more sustainable environment by reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. These considerations have become increasingly important as Rio Vista plans for the significant anticipated growth of this community.

The need to improve roadway and parking facilities will be carefully balanced with the need to control traffic congestion. Unrestricted expansion of roadways and parking would undermine attempts to promote the use of alternative means of transportation. The long-term economic and social health of Rio Vista depends on favorable traffic conditions, which can be maintained only through a balanced transportation system.

The Rio Vista General Plan is intended to encourage walking and biking by design. Street improvements should be viewed as an opportunity to enhance the bicycle and pedestrian system. Development projects should be designed so that pedestrians—especially seniors and adults with small children—and cyclists will feel safe from traffic. Sidewalk width, intersection configuration, and proximity to heavy traffic will be considered in assessing the need for connector trails and pathways. The City will encourage narrow streets and intersections with narrow turn radii to slow traffic.

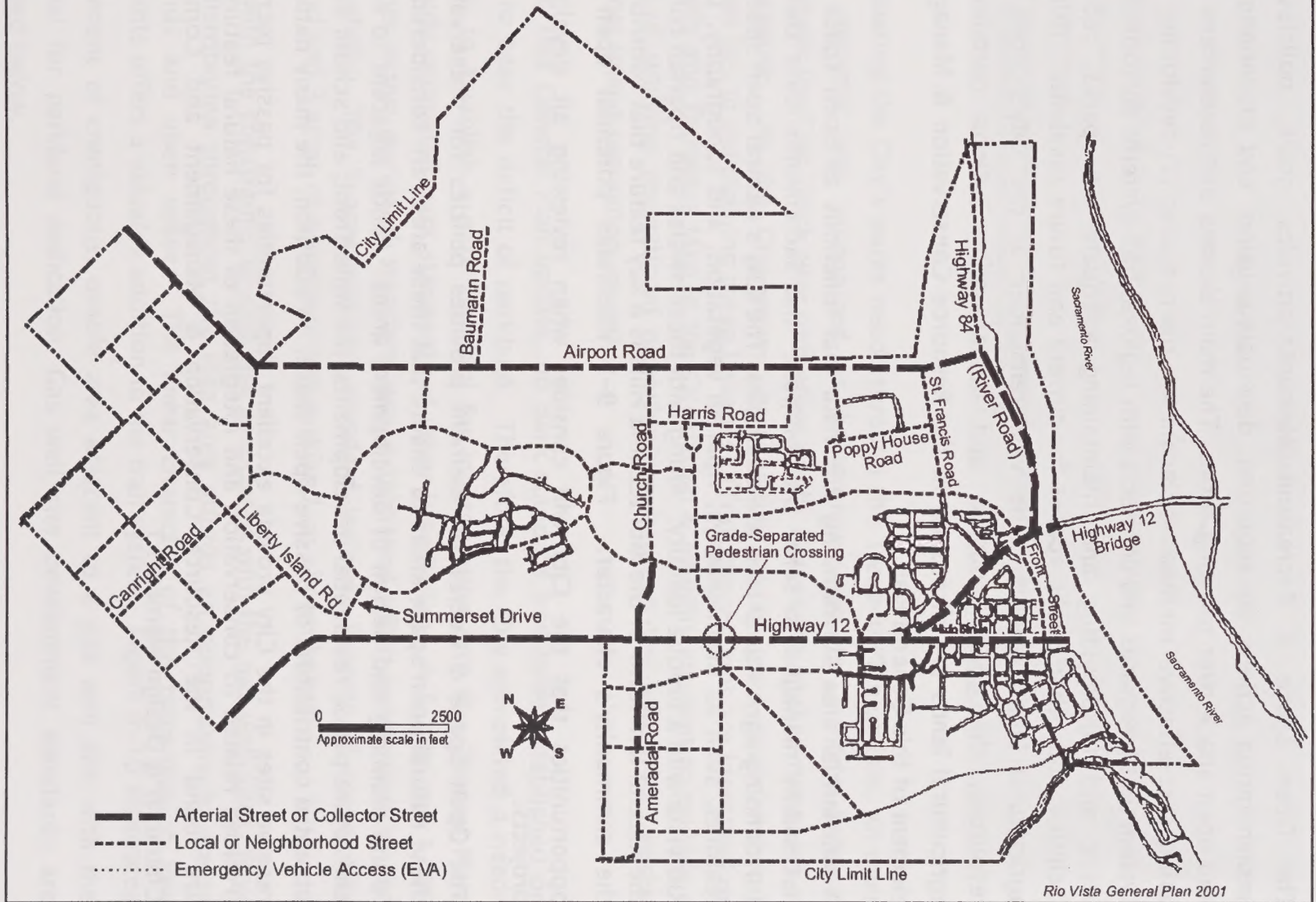
The components of the proposed circulation system include function and standards, visual and pedestrian characteristics, functional (performance) characteristics, and local street descriptions. Figure 8-3 (the proposed circulation system map) shows general locations and routes for critical street linkages.

Currently, all bikeways in Rio Vista are on-street bicycle lanes or routes. The proposed off-street path system will permit both pedestrians and riders to enjoy a safe, relaxing environment free from vehicular traffic, as well as create a natural connection from both new and existing residential neighborhoods to the Sacramento River. Figure 8-4 provides a map of the proposed trails and pathways system, which includes some existing pathways. Figure 8-5 shows the anticipated future truck routes. (See the Circulation & Mobility element.)

Human beings are drawn to open space as a respite from the “hardscape” of roadways and buildings. Both developed parklands and undeveloped natural features create organizing elements around which neighborhoods and towns often are centered or oriented. Open space also defines the limits or edges of a community’s urban development and the beginning of agricultural production or resource management.

The Sacramento River is one of the City’s most spectacular natural resources. This large open space not only contains valuable riparian habitat but also is the conduit of transportation and economic activity that provides great economic value to the urbanized areas along its banks. Access to and views of this resource are extremely important to both the history and identity of Rio Vista.

PROPOSED CIRCULATION MAP



Rio Vista General Plan 2001

The Open Space & Recreation element provides goals, policies, and implementing actions for acquiring, developing, using, and preserving parks and open space over the long term. The main themes of this element are (1) using cost-effective methods of acquiring open space; (2) developing a trail system that integrates and connects with regional trail systems surrounding Rio Vista; and (3) providing and maintaining adequate City parks, recreation facilities, and other public spaces for current and future residents. (Although agricultural lands comprise the vast remainder of the City's open space resources, the goals, policies, and implementing actions pertaining to agricultural lands are discussed in the Resource Conservation & Management element of this General Plan.)

A substantial area surrounding Rio Vista that functions as open space is not necessarily managed to serve that purpose—the Sacramento River Delta and surrounding agricultural land are examples. The City's natural open spaces and features, such as drainageways, riparian vegetation, and topography, provide Rio Vista with a unique identity. Along with these swales and riparian corridors, the natural landform of the Montezuma Hills is a key feature that contributes to the community's character. Figure 9-1 illustrates potential open space opportunities that the City will consider when reviewing all development projects.

The Open Space & Recreation element provides policies for preservation of these natural open space areas to ensure that these areas are considered in the future planning and design of development areas. Lands adjacent to existing and future parks, residential developments, the waterfront, and school sites are potential contributors of passive open space. In addition, the many natural gas reserve sites in the City provide excellent opportunities for passive recreation. (Policies related to conservation and integration of these natural features also are found in the Resource Conservation & Management and Community Character & Design elements.)

PARK STANDARDS

Components	Neighborhood Park ^a	Community Park	Trails Network
Per/1,000 population	3 acres	2 acres	1 mile
Desired size	1 - 8 acres	10 - 20 acres	varied
Population served	1,600 - 2,700	5,000 - 10,000	City-wide
Service area	0.25 mile	N/A ^b	N/A ^b

^a This category incorporates neighborhood squares (see definitions in Table 9-2).

^b Geographically dispersed throughout the community.

In evaluating the City's parks needs through this General Plan update, an open space network was recognized as being necessary to provide linkages throughout the City. Park sites and other public spaces are vital components of this network. As the City grows, preservation of an open space network becomes key to maintaining these linkages. (Trail connections are identified on the Trails and Pathways Map in the Circulation & Mobility element to provide a means of unifying recreational opportunities between the waterfront, parks, and other inland recreation areas.)

Prior to this General Plan update, no park standard had been established on which to base the deficit of parkland. Therefore, the City completed a needs analysis to establish a park standard for incorporation into the General Plan. The study compared park standards of other jurisdictions, A 5-acre per 1,000 residents active parkland standard was established after completion of the needs study. The 5-acre parkland standard includes 2 acres of community parkland and 3 acres of neighborhood parkland, as shown below.

Along with the constraints to land use associated with the gas well sites, their even distribution throughout the Plan area affords an opportunity to create parklands and open space. The linear character of the transmission line easements offers a valuable addition to the trail system. Figure 9-10 illustrates the concept of contiguous, usable area adjacent to a gas well site with the potential for parkland dedication. Gas well site development standards are described below.

GAS WELL SITE DEVELOPMENT STANDARDS

- Gas well sites shall be included in passive areas on the perimeter of proposed development projects rather than the interior, whenever feasible.
- Gas well sites shall be located so that roads front on them and no lots back onto them.
- The working area of the sites shall be clearly delineated both by signage and on-the-ground markers. Specific design approvals for these sites shall be made part of the development review process.
- Gas well sites shall be landscaped. Upon establishment or drilling of the gas well, the site shall be restored with landscaping, by the gas company, in compliance with the policies of this element and the Hydrocarbon (Natural Gas) Ordinance.
- Remaining portions inside the work area and the "clear zone" shall be maintained in landscaping, with any landscaping disturbed during drilling operations replaced after the drilling is complete.
- Access drives shall be paved with all-weather surface and shall be positioned on the site to create the least disturbance possible to the adjacent residences.
- If a gas well is established and remains in place, two levels of fencing and screening are required by the gas company:
 1. A decorative, solid wall or similar structure shall be established around the immediate perimeter of the well/equipment area.
 2. A decorative, transparent fencing, such as wrought iron or similar material, shall be placed around the portions of the work area used for access and maneuvering of trucks and equipment.

Opportunities for increased access and enjoyment of the City's riverfront are a high priority for Rio Vista residents, since present access to the river within the City is limited and discontinuous. This priority is evidenced by the City's current plans to reconstruct the public pier at the foot of Main Street. In addition, the waterfront is an area where water-oriented recreation can be encouraged, while a "working" waterfront remains for businesses that support the marine- and agriculture-related industries.

The recently completed 2001 Rio Vista Waterfront Plan (David Evans & Associates, March 2001) will assist the City and developers in implementing General Plan policies pertaining to the Sacramento River waterfront. Public use elements of the Conceptual Plan include a pedestrian boardwalk connecting Main Street and the Rio Vista Bridge, an upgrade of the fishing pier adjacent to the bridge, bank stabilization, and landscaping. The enhanced setting and additional foot traffic are expected to increase the recreational value of the waterfront. New construction, private restoration, and reorientation of existing

buildings along the river frontage also will significantly improve this important area of the City. (Development of the waterfront is discussed in detail in the Community Character & Design element.)

In 1998, the Rio Vista Army Base Reuse Plan (Economic & Planning Systems, 1998) was prepared to develop a series of goals and objectives for the 23-acre parcel that will guide the redevelopment and reuse of the former Army Reserve Base site. Various options are presented in the plan to provide the City with a range of development scenarios. A few of the potential uses include marine research center, conference center/retreat, and other water-related private/public recreational uses. (See the Open Space & Recreation element.)

The most significant determinants of a community's identity and quality of life are its relationship to the surrounding natural environment, the quality and preservation of its biological and cultural resources, and the safety and well-being of its citizens. State law requires a General Plan to address open space and conservation issues, including the preservation, management, and efficient use of open space and natural resources. The State has defined open space lands as being essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety. Conservation efforts are intended to focus on the wise management of natural and manufactured resources in order to ensure their continued availability for use, appreciation, and enjoyment.

The broad scope of issues addressed in the Resource Conservation & Management element overlaps with other elements of the General Plan. This element should be used in combination with the other elements to ensure full implementation of all General Plan resource-related policies.

Policy and discussion areas are divided into two general components. The Natural and Cultural Resources component ensures (1) the conservation, development, and use of natural resources—including land, air, water, soils, natural gas, rivers, fish and wildlife, minerals, and other natural resources; and (2) the preservation of archaeological, historic, and visual resources.

The Resource Conservation & Management element directs the use of open space as a means of ensuring the continued availability of land for:

- Managed production for agriculture and mineral extraction.
- Seasonal drainage corridors and floodwater conveyance.
- Preservation of key hilltops and ridges.
- Retention of natural topography in the Montezuma Hills.
- Wildlife habitat.
- Enjoyment as a visual resource and aesthetic amenity.

Open space also is considered in this element as a means to preserve land that, if converted to urban uses, could compromise public health and safety. (The economic benefits of production [e.g., agricultural and natural gas] on open space lands are discussed in the Economic Development element; open space for outdoor recreational use is discussed in the Open Space & Recreation element; and issues of public health and safety related to natural hazards are addressed in the Safety & Noise element.)

Natural, cultural, and visual resources contribute to the community's quality of life and sense of identity. The key components to be addressed in establishing a policy framework for resource conservation and management in Rio Vista include:

- Open space*
- Biological resources
- Water resources
- Air quality
- Soils
- Energy
- Solid waste reduction
- Historical and archaeological resources
- Visual resources

*Encompasses agricultural lands, mineral extraction lands, and natural habitats in the Sacramento–San Joaquin River Delta (Delta).

The General Plan identifies several significant areas in the Rio Vista planning area where one or more of the resources identified above may be concentrated

or that may feature several of these resources. Throughout this element and others in the General Plan, these significant areas are referred to as “Sensitive Local Resource Areas” (SLRAs). SLRAs can be defined as “areas possessing one or more natural resources that, when taken together, create a feature that is uniquely representative of Rio Vista’s character.” The SLRAs are mapped in Figure 10–2 as areas that are to be preserved to the extent feasible during the course of development. The SLRA boundaries map is not intended to be exact; the map is drawn in general form to serve as an overlay, to guide the project design and development phases in affected areas. (See the Resource Conservation & Management element.)

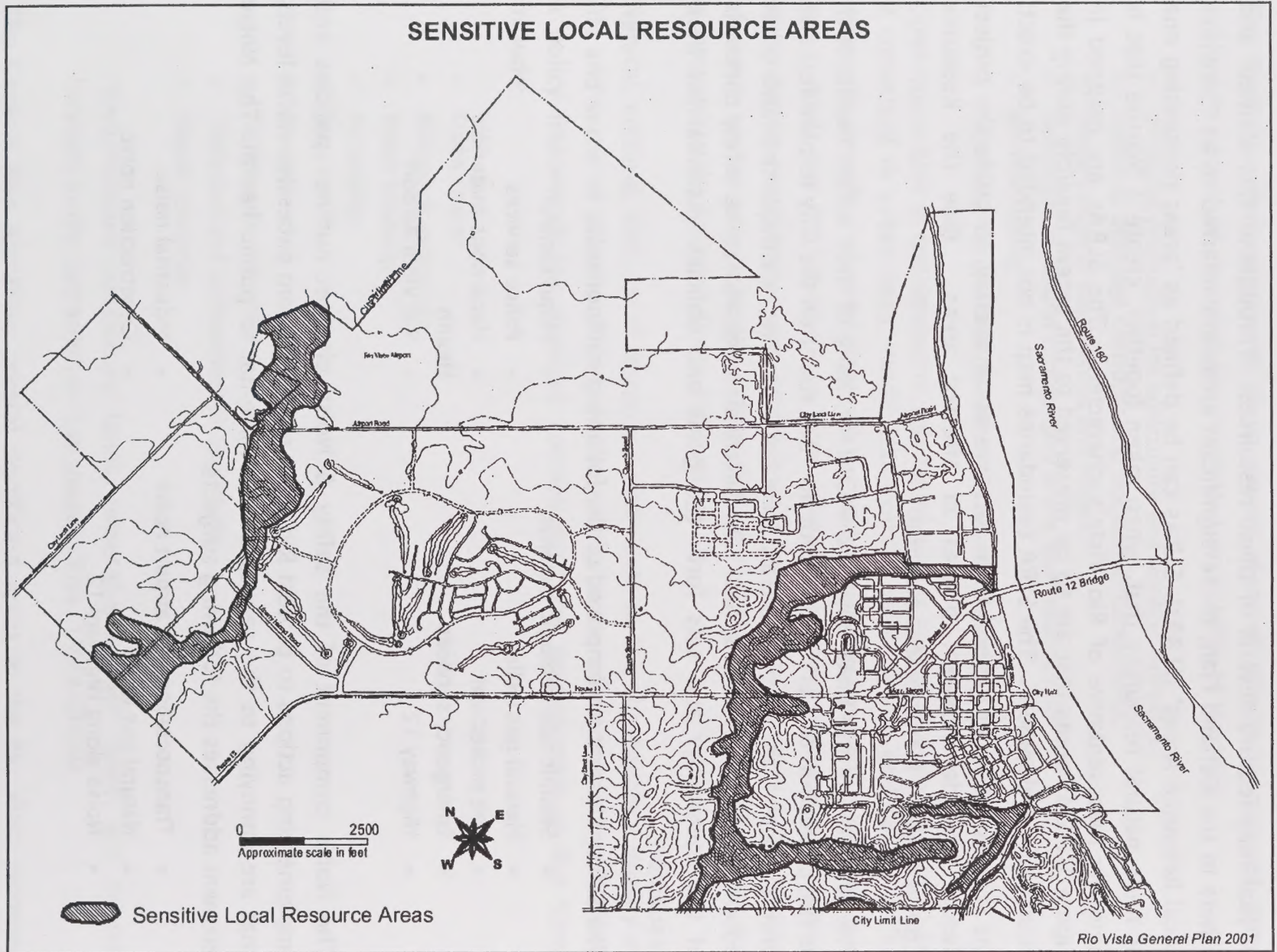
The residents of Rio Vista rely on the City for many of their safety needs, such as fire protection and crime prevention. They count on the City to plan for, and protect them from, natural hazards such as flooding, earthquakes, and other potentially dangerous situations. The Safety element addresses safety concerns of the community and sets forth the goals and policies essential for their resolution.

The Safety element is comprised of the following components:

- Seismic and geologic hazards
- Natural gas wells
- Fire protection
- Emergency services
- Highway 12
- Flood control
- Police services
- Hazardous materials
- Health
- Rio Vista Airport

The Noise component of the Safety & Noise element outlines policies and implementing actions to protect Rio Vista residents from excessive noise levels that are annoying to the senses and detrimental to public health. The Noise element addresses the following subjects:

- Transportation and airport noise
- Natural gas wells
- Noise along Highway 12
- Industrial noise
- Construction noise



The element establishes acceptable noise level criteria for land uses affected by either fixed or transportation-related noise sources. Noise and land use compatibility criteria are designed to provide an acceptable community noise environment and to minimize noise-related complaints from residents. The compatibility criteria should be used in conjunction with future noise exposure levels in order to identify projects or activities that may require special treatment to minimize noise exposure. The element also establishes the requirements for acoustical analyses in Rio Vista. (See the Safety & Noise element.)

The Public Facilities & Services element is primarily concerned with the provision of capital facilities, including civic and community facilities, the Rio Vista Airport, and the water and wastewater systems. The element also addresses water and energy conservation; schools; electric, gas, and communication utilities; and solid waste, source reduction, and recycling.

Rio Vista's current City Hall and Police Station is about 7,000 sq. ft. The Police Department estimates a current need for about 4,000 sq. ft. to suffice for 5-10 years. The current City Hall structure, with the removal of the Police Department, has sufficient floor area to accommodate Council Chambers and administrative offices for the same period of time. After that, a new facility will need to be built to serve the City's needs to 2020.

No site for the ultimate facility has been chosen; that will be the subject of community discussion in coming months. However, there is consensus that the facility needs to be in the Downtown, perhaps on or adjacent to the existing site or on another site in the immediate area. The clustering of other related facilities, such as the library, recreation/community center, senior center, and police station, has advantages of proximity and convenience but is not essential. A master plan for a civic center site or sites in downtown needs to be created in the near future. Current expectations for 2020 space needs are for up to 20,000 sq. ft. for City Hall and about 8,000 sq. ft. for the Police Station.

The City's airport represents both a valuable public facility asset and an economic development opportunity. (The Economic Development element discusses the economic development potential and policies specific to the

airport.) The facility is expected to continue to serve an increased number of aircraft. Services for aircraft and pilots will need to increase to keep up with the demand for use. Additional services, such as repair and maintenance, car rental, wash facilities and the like, will need to be added. The airport's Master Plan is now 14 years old and needs to be updated, with an eye toward operational services. A grant has been received for this purpose; the Master Plan update is expected to be completed within the 2001-02 fiscal year.

The projected population increases will require a reliable source for additional water. The City Engineer's ongoing aquifer study will determine the capability of the existing well system to continue to expand in order to meet anticipated demand.

Anticipated population growth will require the new Northwest Waste Water Treatment Plant to be constructed soon. This new plant will be constructed in phases; the first phase likely will have a capacity of 1.0 mgd, approximately half of the projected 2020 population demand for this plant. A second phase is proposed to be constructed after 2010 that likely will be the same size as the first phase, with a total planned capacity at buildout of 2.0 mgd.

It is anticipated that, at some point in the future, meters will be used for billing water. How important conservation is to maintaining the City's water supply will be better known when the City Engineer's aquifer study is complete. However, conservation measures, as discussed in more detail in the Resource Conservation & Management element, should be implemented to better use natural resources in general, regardless of the impact on the City's particular needs.

SCHOOL STANDARDS^a

Elementary schools should contain no more than 500 students.

Middle schools should contain no more than 600 students.

High schools should contain no more than 1,000 students.

^a These guidelines are consistent with current estimates of capacity by the River Delta Unified School District's Facilities Master Plan.

The General Plan identifies standards for school sizes in Rio Vista, as shown above. The element also addresses future needs of other community and private facilities.

It is the City's intent to update the fees citywide and ensure that all future development agreements and agreement amendments contain updated and adequate fees in order to fund the infrastructure needed to serve new growth. Table 12-3 shows the anticipated facilities that must be funded by the municipal impact fee over the planning period to buildout. (See the Public Facilities & Services element.)

Chapter 13 contains all the policies and implementing actions contained in all the elements of the Rio Vista General Plan 2001. For each implementing action, the matrix identifies who is responsible for implementing the action, when the action will be implemented, and how it will be funded. (Note: As a requirement of State Housing Law, the responsibility, timeframe, and funding source for each of the implementing actions in Chapter 6, the Housing element, is identified within the text of the element. Also included for the Housing element only, are the City's Quantified Objectives for each implementing action.

Details for all references cited in all elements of this General Plan are provided in the References chapter. (See the References chapter.)

A glossary of terms includes all the acronyms used in all elements of this General Plan. Key concepts, plans, and standards also are defined. The glossary is intended to supplement and clarify each element for the reader. (See the Glossary of Terms.)

The purpose of this study is to determine the impact of the proposed changes on the community. The study will be conducted in a systematic and objective manner. The data will be collected from a variety of sources, including interviews, surveys, and focus groups. The results of the study will be used to inform the decision-making process.

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Chapter 1

Introduction

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Chapter I

Introduction

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Chapter 1 Introduction



Rio Vista is a special place. The City is located 48 miles southwest of Sacramento and 65 miles northeast of San Francisco, in Solano County—one of the fastest growing Bay Area counties (Figure 1-1). Rio Vista is also located in the heart of the Sacramento River Delta, a region of abundant natural resources and recreational opportunities. In fact, Rio Vista is known to many as the “Gateway to the Delta.”

Few small communities located within the influence of two major metropolitan regions have managed to retain the same basic physical and community character at the beginning of the 21st century that was present several decades ago. Rio Vista represents what once was the “typical” small town across California and the nation. Some of the most striking features about Rio Vista now are the things one doesn’t find here—characteristics all too common elsewhere in the Bay Area and Sacramento regions. Missing from Rio Vista are large chain “superstores” on the edge of town, coupled with a dying or deserted downtown core, and an unending series of housing tracts with little to distinguish them from each other except for the entries that reveal the name of whatever natural or historic feature the tract replaced.

Rio Vista still relies in large part on the same economic base that has sustained it for more than a century—agriculture and (since the 1930s) natural gas production and related businesses. Rio Vista remains a balanced community, with a complete and self-sufficient economy that provides almost as many jobs as its number of working residents. Unlike almost every other municipality in eastern Contra Costa and Solano Counties, Rio Vista has not become another “bedroom” suburb to the Bay Area or Sacramento, areas where most working residents face hours of daily commutes to their work.

Chapter 1 Introduction



The Vite is a special place. The City is located in a high mountainous region of the north of the Province of Bolzano, Italy. The Vite is also known as the "City of the Mountains" because of its location in the heart of the mountains. The Vite is a city of mountains and mountains are everywhere. It is the "City of the Mountains" as the "City of the Mountains" is the "City of the Mountains".

Very small communities located within the region of the Vite are known as "villages". These villages are located in the mountains and are known as "villages". The Vite is a city of mountains and mountains are everywhere. It is the "City of the Mountains" as the "City of the Mountains" is the "City of the Mountains".

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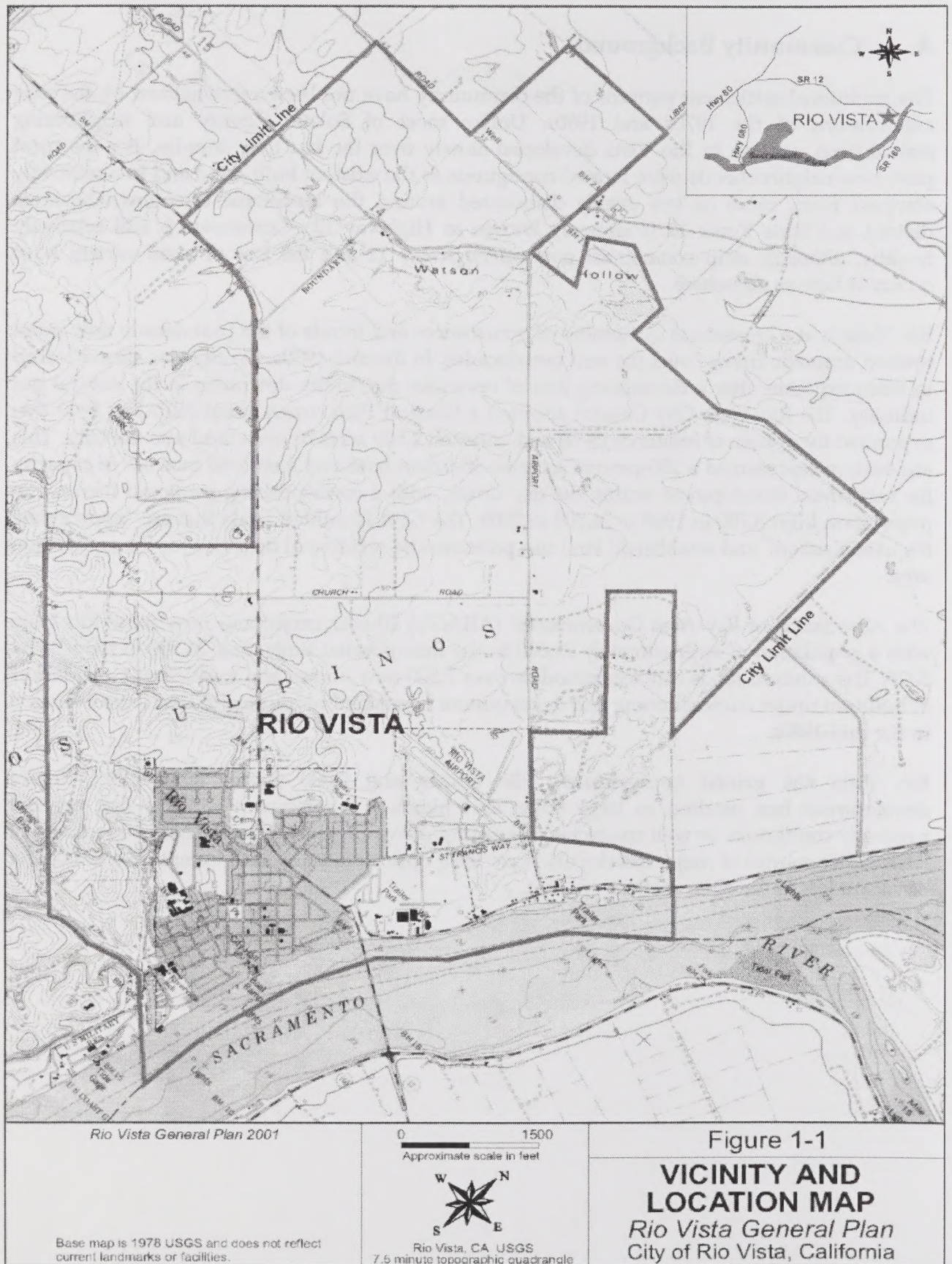
A. Community Background

The traditional settlement patterns of the community have not been overwhelmed by the new subdivisions of the 1970s and 1980s. Unlike most of Solano County and neighboring jurisdictions, growth in Rio Vista developed slowly over the last four decades. For the most part, new neighborhoods were located contiguous to the existing built areas and in a relatively compact form, more or less evenly distributed around the traditional downtown business district and State Route 12 (commonly known as Highway 12). Downtown is still relatively healthy, although strip commercial uses on Highway 12 and the loss of retail variety have occurred here as elsewhere.

Rio Vista is at a crossroads. A number of occurrences and trends of the past decade now point toward dramatic change over the next two decades. In the mid-1980s, the city was almost forced to disincorporate after a devastating loss of revenues due to the downturn in the natural gas industry. The Rio Vista City Council adopted a General Plan Amendment (GPA) in 1990 that expanded the sphere of influence (SOI) and annexed 2,509 acres of open land into the City. This annexation represented a 250-percent increase in urban land and a six-fold increase in capacity for residential development within the city limits, with a corresponding proposed increase in population from 3,700 in 1990 to 24,500 in 2005. The GPA identified lands that are "appropriate for urbanization" and established land use patterns and residential densities for the annexation area.

The Association of Bay Area Governments' (ABAG's) 20-year projections now show Rio Vista with a population of approximately 21,600 in the incorporated limits and 24,100 in the SOI by 2020. The annexed lands can accommodate over 7,500 new homes and multi-family residences at buildout under current zoning and development agreement requirements that were executed in the mid-1980s.

Rio Vista has gained approximately 750 homes and 2,000 people since 1996. Recent development has resulted in large tracts and planned development districts that are not presently contiguous or well connected to existing development patterns. These large tracts of land under control of major developers leave little opportunity for infill except on a scattering of vacant lots in the older sections of town.



B. Guiding Principles and Direction

Opportunities still exist to retain many of the small-town qualities lost by other communities. This General Plan serves as a defining step in that direction. The General Plan initiates a new approach to future development that focuses on managing growth. The approach to the production of new homes and business accommodates growth by strengthening the qualities of the community that are attracting new residents. The *Rio Vista Principles* were the outcome of an extensive series of Town Hall meetings that initiated the General Plan process. Some are closely related to the *Ahwahnee Principles* established by the Congress for the New Urbanism in 1995. Most are derived from Rio Vista's own community concerns. These principles have guided the development of the goals, policies, and implementing actions set out here. In following these principles, the General Plan establishes the following major directions:

- Rio Vista will not pursue further annexations or expansion of urban boundaries beyond the current city limits and two small areas within the existing LAFCO SOI, as delineated in an urban growth boundary (UGB) established in Chapter 3. Within the UGB, no further annexations will be considered until a large percentage of the total capacity of existing lands within the city limits and the two large tracts of land located nearest the traditional community have been substantially developed. The only exceptions are the 28-acre Rio Vista Army Reserve Center currently in the process of conveyance by the Department of the Army and the City's wastewater treatment plant on Beach Drive. This direction will establish a compact and contiguous growth pattern that reinforces past development patterns and limits the threat of urban development on the agricultural economy and environmental resources.
- From this point forward, all new developments will establish multiple connections both to adjacent neighborhoods and internally.
- New developments will use a street pattern, building and parking siting arrangement, scale, and landscape character that builds on and extends Rio Vista's traditional street grid and character where feasible.
- Adequate public services, facilities, and recreational opportunities will be ensured before new development projects proceed.
- New commercial projects will not be allowed to "preempt" the market by developing before sufficient aggregate demand exists to support both the new and existing businesses.
- Industrial lands will be provided in areas and amounts sufficient to allow for a balance of job and housing growth.
- Environmental resources and characteristics that define the community, such as the riverfront, hillsides, drainageways, and swales that are significant and visible landmarks, will be respected when development occurs. New development will

- preserve these features in a way that maintains their current function and visible characteristics.
- The quality of the built environment will be improved with every new building or development project.

C. What is a General Plan?

A general plan serves as long-term policy guide for the physical, economic, and environmental growth of a city. It is a statement of the community's vision of its ultimate physical characteristics and growth. The general plan describes the desired character and quality of new development, as well as the process for how development should proceed.

State law requires that every county and city prepare and adopt a comprehensive long-range plan as a guide for the development of the community. The plan must consist of an integrated and internally consistent set of goals, policies, and implementing actions. In addition, the plan must focus on those issues that are of the greatest concern to the community and must be written in a clear and concise manner. City actions, such as those relating to land use allocations, annexations, zoning, subdivision and design review, redevelopment, and capital improvements, must be consistent with the general plan.

The City of Rio Vista General Plan serves to:

- Enable the City Council and Planning Commission to establish long-range development policies;
- Provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies; and
- Guide public agencies and private developers in designing projects that are consistent with City policies.

The Plan is designed to be:

Long-range. However imperfect the vision of the future, almost any development decision has effects lasting more than 20 years. To create a useful context for development decisions, the General Plan looks toward the year 2020 and beyond.

Comprehensive. The General Plan provides direction to coordinate all major components of the community's physical development.

Community-based. The General Plan is both general and specific. For example, the Land Use element provides general land use designations and densities but relies on the Zoning Ordinance for implementation. Other elements, for example Community Character & Design, Open Space & Recreation, and Circulation & Mobility, furnish more specific standards and guidance that are needed to preserve Rio Vista's unique characteristics.

A general objective of the City of San Diego is to provide a high quality of life for its citizens. This objective is achieved through the City's comprehensive planning process, which includes the City's General Plan, the City's Strategic Plan, and the City's Capital Plan. The City's General Plan is the foundation of the City's planning process, and it provides the framework for the City's other plans. The City's Strategic Plan is a more detailed plan that provides the City with a clear vision of its future. The City's Capital Plan is a plan that provides the City with the resources it needs to implement its vision.

The City's General Plan is a comprehensive plan that provides the City with a clear vision of its future. It includes a statement of the City's vision, a statement of the City's goals, and a statement of the City's policies. The City's Strategic Plan is a more detailed plan that provides the City with a clear vision of its future. It includes a statement of the City's vision, a statement of the City's goals, and a statement of the City's policies. The City's Capital Plan is a plan that provides the City with the resources it needs to implement its vision. It includes a statement of the City's vision, a statement of the City's goals, and a statement of the City's policies.

The City of San Diego, California

- Provide the City Council and Planning Commission with the information they need to make informed decisions about the City's future.
- Provide a basis for the City's budget and other financial decisions.
- Provide a basis for the City's capital plan and other major projects.

The City's Vision for the Future

The City's vision for the future is to provide a high quality of life for its citizens. This vision is achieved through the City's comprehensive planning process, which includes the City's General Plan, the City's Strategic Plan, and the City's Capital Plan. The City's General Plan is the foundation of the City's planning process, and it provides the framework for the City's other plans. The City's Strategic Plan is a more detailed plan that provides the City with a clear vision of its future. The City's Capital Plan is a plan that provides the City with the resources it needs to implement its vision.

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D. Historical Context

THE LAND OF (CHIEF) SEM-YETO

In the decade preceding the Gold Rush, Mexican colonization of northern California was extensive under General Mariano Guadalupe Vallejo. Through various combinations of force, negotiation, and friendship, General Vallejo was able to acquire large properties in the region north of San Pablo Bay, including the area we now call Solano County.

Chief Sem-Yeto was a Native American who became friendly with Padre Altimira (the Franciscan founder of the mission at Sonoma, Francisco de Solano) and later made the acquaintance of General Vallejo. When Chief Sem-Yeto became a Christian, the Franciscan friars named him "Solano."

When the California Legislature created the original 27 California counties in the year after the Gold Rush, the land of Sem-Yeto and his people passed into history. The county was named Solano in their memory.

Solano County's unusually rich soil and mild climate contributed to its growing reputation as a fruit-growing region. As Solano and its neighboring counties grew in the late nineteenth century, Solano County's contribution to the Bay Area economy included rock for San Francisco's buildings and city streets, fruit, cattle and feed, tomatoes, onions, sugar beets, pears, grains, alfalfa, and asparagus from the rich Rio Vista area farmlands.

TRANSFORMATION OF THE MARSHLANDS

During the mid- to late-nineteenth century, the Sacramento River was the primary shipping route for agricultural goods to the markets of San Francisco, Oakland, and beyond. The rail lines were located on higher ground around the valley perimeter. The farmers working the land in the center of the valley relied on the Sacramento River as their main transportation route. Hundreds of landings along the river's edge served as drop-off locations for the agricultural goods produced in the immediate area.

Steam-powered tugs pulled barges north and south along the river, and stopped at these landings to pick up and deliver goods. Rio Vista, like Sacramento and other river cities, grew from these original landings. Today, the Ports of Sacramento and Stockton serve the same function of the original river landings, but at a much larger scale.

To the early settlers of the Central Valley, the marshlands along the Sacramento River were in the way of progress. The marshlands prevented extensive agricultural development and caused occasional flooding and crop damage. Land values remained low and many settlers lived in houseboats or temporary shelters less vulnerable to the inevitable floods. In less than 50 years, this marshland ecosystem was transformed into the dredged slough and levee system that defines much of the Central Valley today. The early settlers used the inexpensive labor of Chinese immigrants to build levees and drain the marshlands for use as agricultural land. Chinese laborers built most of the levees by hand for more than 30 years, until the widespread use of the steam-powered dredge boat in the 1800s.

With the advent of the dredge boat, the Central Valley marshlands rapidly were transformed and new lands were opened for settlement and agriculture. The levees forced greater and greater quantities of water into the stream and river channels. The water level in these channels rose, and the newly created agricultural lands were often 10 - 20 feet below the surface of the adjacent stream or river.

Any levee failure is disastrous to the agricultural settlement areas below the levee. Many times throughout the history of the Central Valley, levee failures have destroyed crops and towns.

The growth of the Central Valley economy, prompted by the discovery of gold, brought thousands of new settlers to the region in the mid-1800s and dramatically increased the demand for agricultural land. The water cannon process of gold extraction contributed to the transformation of the ecosystem and, in combination with levee construction, eliminated most of the marshlands before 1900.

The incredible life of the marshlands that had supported the native populations of the Central Valley for thousands of years was overwhelmed by the rapid migration of settlers from 1850 to 1900. Early settlers reported seeing herds of tule elk estimated at over 10,000 and migratory bird populations in the millions living in the marshlands ecosystem. The settlers of the Central Valley were so enveloped in environmental diversity that they were unconcerned with the impacts of levee construction or mining practices. They were eager to transform the marshlands into agricultural land and control the threat of flooding.

In 1857, when Rio Vista was established in its current location, levees were under construction along the river in many locations throughout the Central Valley. These levees opened up the vast, rich agricultural lands around Rio Vista and enabled this small river landing settlement to grow and prosper.

The delta environment at the confluence of the Sacramento and San Joaquin Rivers, just east of Rio Vista, remained as marshlands into the 1920s. This was the low point in the Central Valley drainage system just before entering the waters of Suisun and San Francisco Bays. The delta was the last remaining vestige of the original marshland system.

FOUNDING OF RIO VISTA

The City of Rio Vista was founded in 1858 by Colonel N. H. Davis. Colonel Davis purchased a portion of the 17,752-acre Los Ulpinos Mexican land grant from John Bidwell, the legendary Chico pioneer. Davis founded Rio Vista at a site 4 miles upriver from its present location, at the junction of Cache Slough and the Sacramento River.

Rio Vista originally was called Brazos del Rio (Spanish phrase meaning "arms of the river") because of its location at the confluence of three branches of the Sacramento River. The City was renamed Rio Vista (Spanish phrase for "river view") in 1860. Although floods obliterated the community in 1862, the City was rebuilt at its present location. The main street of Rio Vista apparently defines the boundary between two former historic ranches owned by Joseph Bruning and T. J. McWorthy. The oldest structures in the City date from the early 1860s. Many

of the levee and other waterway features in the area date from the nineteenth century. The City was incorporated on December 30, 1893.

PHYSICAL DEVELOPMENT AND SETTLEMENT PATTERN

The original urban plan of Rio Vista is similar to the Spanish colonial design principles referred to as the "Law of the Indies." The character of the street and alley grid, the public square sited one block off Main Street, and the orientation of the streets, so that a line connecting north and south on the compass diagonally bisects a city block, are similar to "Law of the Indies" design principles.

The City's original urban structure is a grid 250 feet square, with 15-foot-wide alleys bisecting the block in both directions. The grid is oriented 45 degrees west of north and has a strong orientation to the edge of the Sacramento River. Main Street leads directly to a landing and ferry dock at the edge of the river, and a public square is located one block south of Main Street. After the flood that destroyed the original city, the identical plan was used at the City's current location 1 mile south.

The original road and alley structure of the City is an accessible and walkable urban environment. The structure is legible, and the residential neighborhoods are well connected to the commercial activities along Main Street and the river edge. This accessibility is a function of scale and the road and alley grid. As one moves along a road or alley, there is an opportunity to change direction every one-half block. The character of numerous intersections and rights-of-way contribute to a fine-grained residential and commercial building fabric. Today, as in the early years of Rio Vista, the primary commercial activities are located along Main Street and the edge of the Sacramento River, in addition to highway commercial uses along Highway 12.

By 1903, the majority of the original urban plan was completed, and the grid extended to its current limits. The original grid supported the modest growth of the town between the early 1900s and the end of World War II. After the war, several annexations were approved that began a process of urban expansion influenced by the widespread use of the automobile. Highway 12 created a barrier between the developing residential areas to the north and the existing urban core along Main Street. Residential development after World War II was auto-oriented. Developers often stretched blocks into long rectangular patterns to reduce road construction and increase lot yield. Cul-de-sacs appeared, and the character and interconnectedness of the urban structure began to change; however, the new growth of this period still maintained a general scale and proportion that is compatible with and connected to the existing neighborhoods. (*Refer to Community Character & Design element for further discussion.*)

E. Planning Area

The General Plan land use policy focuses on the City's primary planning area. Rio Vista's planning area includes approximately 4,800 acres of incorporated lands and an additional 6,455 acres of unincorporated lands. *Figure 4-1* and *Table 4-1* in the Land Use element graphically represent the City's planning area and the acreages of each sub-planning area.

F. Rio Vista General Plan Update

In 1973, the City of Rio Vista jointly adopted with Solano County and updated the *City of Rio Vista – Southeastern Solano County Planning Areas General Plan 1990* (City of Rio Vista and Solano County Planning Commissions, 1974). This plan updated the existing 16-year old General Plan, including all mandatory elements for a general plan. In addition, the update included development of a comprehensive general land use guide to 1990 for the City and the remaining southeastern Solano County area.

In 1985, the City undertook a general plan revision program that culminated in the adoption of new land use, circulation, and parks and recreation elements for the City's *General Plan 1985*. The revision process involved a review and clarification of the City's goal to facilitate a program of managed, controlled, and coherent urban growth (City of Rio Vista, 1987).

In April 1990, the 1985 Rio Vista General Plan was further revised. The City proposed General Plan amendments to amend the City's SOI and permit the annexation of lands into the City that were appropriate for urbanization within the next 10-15 years. As a result of this action, approximately 2,509 acres were annexed into the City in order to incorporate the properties commonly referred to as Del Rio Hills (now known as the Esperson property), the Marks and Gibbs Ranches, a portion of the waterfront area that lies between the Sacramento River shoreline and Solano County line, and State lands that were acquired by the City from the State of California. This action also included the adoption of three specific plans (for Del Rio Hills, the Marks Ranch, and the Gibbs Ranch), including zoning and reclassification. More detailed information regarding these annexations are contained in the *Amendments to the 1985 Rio Vista General Plan* (City of Rio Vista, 1990).

In 2001, the City now proposes a new breed of General Plan for the City that is the culmination of a 3-year effort. This General Plan, which can be likened to an "area plan" or possibly a "specific plan" in terms of its detailed performance standards, was developed largely through the workings of a General Plan Steering Committee (GPSC), comprised of representatives from the City Council, the Planning Commission, business owners, and residents. Development of the General Plan involved an extensive process of public hearings and workshops led by this advisory group. The GPSC's work extended from October 1998 to August 2001. Staff from the City's Community Development Department and consultants assisted the Committee.

Rio Vista conducted four General Plan Town Hall meetings, on April 29, June 15, July 30, and September 2, 1998. The meetings were held to solicit community concerns and identify issues that would be the focus of the planning effort. Meetings addressed a variety of issues, including history, growth, and existing facilities; physical and environmental constraints and opportunities for parks, recreation, and community amenities; and economic development strategy and potential. Newsletters were mailed to all Rio Vista residents and businesses. The newsletters advertised the Town Hall meetings and contained questioners and survey results. Through the Town Hall meetings, developers, business owners, and all interested community members participated in the planning process. These Town Hall meetings are further described in Chapter 2.

The GPSC was presented with background reports or information for the General Plan element areas and was asked to make policy recommendations for each element. Draft General Plan elements were prepared based on the Committee's direction. The GPSC reviewed the draft elements between January and September 2001. The document was revised to incorporate GPSC input and the General Plan was released for public review, in conjunction with an environmental impact report (EIR), in December 2001.

An EIR was prepared for the General Plan pursuant to the California Environmental Quality Act (CEQA). The EIR includes a project summary, impact analysis, and associated mitigation measures. The document also addresses other State-mandated components of an EIR for a General Plan.

Public hearings on the Draft Rio Vista General Plan and the Draft General Plan EIR will be held at the City's Planning Commission. Following circulation of the draft documents, responses will be prepared to the comments received, and the Final EIR will be certified prior to adoption of this General Plan. The City Council will take final action on both documents.

G. Plan Organization and Application

The primary components of the Rio Vista General Plan are officially adopted maps and an accompanying text, including:

- The General Plan document text, which incorporates a setting and outlook section and the goals, policies, and implementing actions for each element.
- The Land Use Map, which graphically represents the City's existing and planned land use mix and pattern. This map is required by State law and clearly designates the type of land use (e.g., residential, commercial, and industrial) and the applicable maximum residential density for each property within the planning area.
- The Circulation Map shows existing and proposed roadways and their status (e.g., arterial and collector) and the components of the City Trails and Pathways Plan Map.
- The Sensitive Local Resource Areas Map is also an official map of the General Plan that shows the location of known sensitive areas within the planning area, including biological, visual, and topographical resources.
- The document contains other diagrams and maps that provide specific direction and clarify or illustrate policies and issues discussed.

The content of the General Plan is in accordance with Section 65302 of the Government Code, with seven mandatory elements and additional optional elements, as illustrated in *Table 1-1*. The City of Rio Vista considers this General Plan, incorporating the Land Use Map and Circulation Map, to meet all the State-mandated requirements for the substance and content of a General Plan.

Table 1-1
COMPARISON OF STATE-MANDATED ELEMENTS TO THE
RIO VISTA GENERAL PLAN

**State-Mandated
General Plan Elements**

Land Use
Housing
Circulation
Open Space
Conservation
Safety
Noise

**Rio Vista
General Plan Elements**

Introduction
Community Vision
Planning Constraints & Boundaries
Land Use
Community Character & Design
Housing
Economic Development
Circulation & Mobility
Open Space & Recreation
Resource Conservation & Management
Safety & Noise
Public Facilities & Services

The Rio Vista General Plan was developed as a hybrid general/specific plan. The City's intent was to take a more detailed approach to comprehensive planning of this small and largely undeveloped community. Unlike most general plans, Rio Vista's General Plan incorporates "performance" policies, standards, and implementing actions that dictate levels-of-service, performance thresholds, and other specific indicators, including design criteria, to achieve the type of community the City is seeking. Like a Specific Plan, it is intended that this General Plan be used to supplement or even substitute for, existing policies and ordinances when reviewing both private and public development proposals until such time as the policies, criteria, standards and guidelines can be incorporated into more specific ordinances, specific plans and regulations. Successful implementation of these performance standards will be paramount in achieving Rio Vista's desired quality of life.

The General Plan utilizes a combination of specific standards and more general guidelines, as appropriate. Guidelines are usually delineated by the presence of the word "should" and represent principles which are generally expected to be followed unless the applicant or proponent can demonstrate that a deviation would still accomplish the intent of the Guidelines. Standards are delineated by the use of prescriptive verbiage, such as "shall", "must", "required", or "prohibited". Standards may be deviated only where it can be demonstrated conclusively that an equivalent or superior solution would result.

READING THE GENERAL PLAN

In the Rio Vista General Plan, each element is organized in the same fashion. *Table 1-2* describes the format for most chapters in the General Plan.

Table 1-2
FORMAT OF THE GENERAL PLAN

Introduction addresses the need for and purpose of the individual element, and summarizes its key components.

Purpose and Authority describes the federal, state, and local laws and regulations that empower the element or regulate its use.

Rio Vista Principles are directly related to the community issues and concerns identified through the Town Hall meetings. Each element includes the principles that are most applicable to its specific content. The complete list of these principles is found in Chapter 2, "Community Vision."

Setting describes the existing conditions; plans, regulations, and standards currently in place; and current issues for the key topic areas of the specific element.

Outlook sets the direction and context for the goals and policies that follow. Outlook also contains the proposed standards and project evaluation criteria for the key components of the element.

Each element contains applicable goals, policies, and implementing actions.*

Goals state the overall desired conditions that the City would like to achieve as part of its vision. Goal statements are general.

Policies indicate an action or direction that the City must take as a step toward achieving the desired condition or goal. Policies are more specific statements of how a goal will be interpreted or implemented. Policies may include guidelines, standards, and maps.

- **Guidelines** are policy statements that provide a set of detailed instructions about how to conduct some aspect of land use or design regulation.
- **Standards** are policy statements that include a specific, quantified measure of performance.
- **Maps** are graphic expressions of policy, typically showing geographic base data and thematic information.

Implementing actions are more specific and include precise actions to implement the stated policies.

* Chapter 13 lists all policies, goals, and implementing actions contained in the General Plan; in addition, the chapter identifies the responsible parties, time frame, and funding source(s) for each implementing action.

To understand the full intent of the General Plan, the goals, policies, and implementing actions must be reviewed together and in combination with the Land Use Map. In addition, many individual issues have implications that are contained in more than one element of the Plan. Readers of the General Plan should review other parts of the document where references are made to additional information.

H. General Plan Content

The general content of each element is described below:

- *Chapter 1, "Introduction,"* relates the function and intent of the General Plan; the community background and historical context of Rio Vista; and the development, content, and organization of the General Plan.
- *Chapter 2, "Community Vision,"* describes the public involvement process that identified the concerns of Rio Vista residents, business owners, and other interested individuals for the future of the community.

The Rio Vista principles and its community vision are directly related to the community issues and concerns identified through the Town Hall meetings that were conducted as part of the General Plan update. These seven key principles and vision statements frame the goals and policies of the *Rio Vista General Plan 2001*.

- *Chapter 3, "Planning Constraints & Boundaries,"* describes several boundaries and concepts that are used in long-range city planning: city limits, sphere of influence, annexation, urban growth boundary, planning area, and areas of concern. The element also explains the roles of State government and other jurisdictions that affect Rio Vista's planning efforts. In identifying these boundaries for Rio Vista until 2020, this element defines the pattern and development of growth in the community.
- *Chapter 4, "Land Use,"* discusses existing and projected land use conditions, and land use designations and standards. The goals and policies are intended to promote a balanced land use pattern that supports innovative land use approaches while retaining and enhancing the distinct character and identity of Rio Vista.
- *Chapter 5, "Community Character & Design,"* discusses (1) the physical characteristics that lend shape, form, and identity to the Rio Vista community; and (2) the architectural and urban design principles that create the shape, form, and appearances of new and existing neighborhoods.
- *Chapter 6, "Housing,"* identifies the existing and projected housing needs. The element also establishes goals, policies, and implementing actions for the preservation, improvement, and development of housing to meet the needs of all economic sectors of the community. This element has been prepared to fulfill the requirements of State housing law.
- *Chapter 7, "Economic Development,"* establishes policies to maintain and enhance economic development opportunities within the City and to define a long-term framework for sustainability. This element focuses on how Rio Vista can direct local resources to retain and assist local business, and to attract new industry. The element identifies actions that will increase the City's tax base and support efforts to strengthen and diversify the local economy.

- **Chapter 8, "Circulation & Mobility,"** identifies the general location and extent of the existing and proposed roadways, highways, railroads, and transit routes. The element identifies policies and programs to reduce traffic congestion, promote alternative forms of transportation, and provide safe travel throughout the City.
- **Chapter 9, "Open Space & Recreation,"** provides for the conservation, development, and use of natural resources; details plans and measures for the preservation of open space; and provides for outdoor recreation facilities. The overall goal of the element is to preserve a comprehensive interconnected system of open space, encompassing preservation and enhancement of natural habitat areas, for the use and enjoyment of the community. The element also integrates related land use, transportation and circulation, transit, and energy issues.
- **Chapter 10, "Resource Conservation & Management,"** provides goals and policies for both traditional "active" park lands and non-traditional "open space recreational" park lands. The element specifies standards and conditions as guidelines for planning parks and recreation facilities, including their size, type, and location.
- **Chapter 11, "Safety & Noise,"** establishes standards and plans for the protection of the community from a variety of hazards, including earthquakes, floods, crime, fire, hazardous materials, and electromagnetic fields. The element also identifies standards for transportation and fixed noise sources to protect the health and welfare of the community.
- **Chapter 12, "Public Facilities & Services,"** identifies facility and service needs of the community and performance standards to ensure that desired service levels are maintained. The element discusses civic facilities, libraries, schools, electric and privately owned utilities, water and wastewater systems, solid waste and recycling, water and energy conservation, and the extension of City services. Emphasis is placed on the fair-share contribution of new development toward the provision of services and facilities.
- **Chapter 13, "Policy & Implementation Summary,"** lists all of the General Plan policies and their associated implementation actions. A matrix for implementing actions includes who is responsible, when the action will be implemented, and how the action will be funded.

The General Plan also incorporates a glossary and a list of references that were used in the preparation of the Plan, along with specific documents that may provide detailed information to supplement the General Plan. All referenced materials are available through the City of Rio Vista's Community Development Department.

I. Plan Administration and Amendment Procedures

Once adopted, the General Plan is the basis for land use and other municipal decisions. The Plan's purpose is to serve as a framework for detailed public and private development proposals. The Plan provides both general and specific implementation direction in its goals, policies, and implementing actions. It also relies on tools such as the Zoning Ordinance; Subdivision Ordinance; design review process, including design guidelines; Capital Improvement Program; and a variety of special-purpose ordinances and programs. These implementing actions are briefly described and related to General Plan policies in subsequent chapters.

Public Resources Code Section 21083.3 currently provides that if a development project is consistent with the City's General Plan and an environmental impact report is certified with respect to the General Plan, the application of the California Environmental Quality Act to the approval of the development project shall be limited to the effects on the environment that are peculiar to the parcel or to the project and that were not addressed as significant effects in the environmental impact report for the General Plan, or which substantial new information shows will be more significant than described in that prior environmental impact report. Consistent with existing law, the City does not intend to require future development projects to reanalyze significant environmental impacts already adequately addressed by the environmental impact report for the City's General Plan. Environmental analysis of those future development projects shall be limited to the environmental effects that are peculiar to the parcel or the project in a manner consistent with Public Resources Code Section 21083.3, as that section may be changed from time to time.

Policies in the Plan provide direction that may require updating of inconsistent existing City regulations. In accordance with California law, the City's Zoning Ordinance and other implementation tools must be consistent with the General Plan. The Zoning Ordinance and other ordinances will need to be reviewed after adoption of this Plan to ensure their consistency with its contents. During the preparation and public review of Zoning Ordinance Amendments, topics such as building height, densities, and allowed uses will be discussed for specific parcels. The general rule is that the Zoning Ordinance can be more restrictive than the General Plan but cannot allow a greater level or completely different type of development than that described by the policies and standards in the General Plan.

Interpretation

A continuing administrative program of monitoring and evaluation will accompany Plan implementation. To remain effective in dealing with changing trends and conditions, the General Plan must maintain some flexibility. Interpretation should follow the guidance of Section G of this Chapter. The reviewing authority for interpretation and implementation is first, staff; or in reviewing development applications upon appeal, the Planning Commission or City Council may be the reviewing authority, as required by City Ordinance or State law. The reviewing authority is responsible for determining if a specific deviation is equal or superior to the policy, implementation measure, performance criteria, standard or guideline in question. Conversely, the reviewing authority may also apply more stringent requirements than those listed, if necessary, to meet the intent of the Goals and Policies stated herein.

Amendments

Regular evaluation may, over time, identify desired amendments to the General Plan. Monitoring and evaluation provide an internal process for ensuring that the Plan remains dynamic and relevant, and also provide background for evaluation of private sector amendments.

The following principles will regulate the administration and amendment of Rio Vista's General Plan:

- The City will regularly evaluate the effectiveness and adequacy of the entire General Plan. Such evaluation should occur approximately every 5 years, starting from the date of initial adoption of the Plan, or whenever any significant modification to the General Plan is contemplated. The evaluation will consider the accuracy of data; effectiveness and relevance of goals, policies, and implementing actions; and compliance with relevant legislation.
- Policy and text amendments to the General Plan may be considered by the City only when such amendments do not result in any internal inconsistencies within the Plan.
- Amendments may be considered by the City only when the reviewing authority determines that such amendments involve issues which cannot be resolved by simple interpretation.
- Amendments to the Land Use Map or other diagrams may be considered by the City only when such amendments are consistent with all of the goals, policies, and implementing actions of the General Plan.

The General Plan will be amended only when the City determines that a change is necessary. All General Plan amendments must be adopted by resolution; an amendment requires at least one public hearing by the Planning Commission and one by the City Council. All General Plan amendments will require appropriate environmental documentation in accordance with CEQA.

J. Coordination with Regional Planning Efforts

As the City of Rio Vista grows, local changes will have a greater potential to affect other communities in Solano and Sacramento Counties, as well as the overall region. Therefore, the City carries a responsibility to coordinate its General Plan with regional planning efforts. The City's General Plan must be coordinated with other local government agencies to ensure consistent planning decisions and the attainment of regional circulation, environmental, and housing goals. The General Plan also must coordinate with special districts that provide public services to the City's residents in order to ensure effective and efficient provision of services. The regional agencies whose planning policies may affect the City of Rio Vista are shown in *Table 1-3*.

Table 1-3
REGIONAL PLANNING CONSIDERATIONS

Agency	Planning Responsibilities
River Delta School District	Plans for and provides school facilities as needed to accommodate population growth.
Delta Fire Protection District	Locates fire protection facilities and provides emergency medical, fire suppression, and protection services as needed to serve developed and undeveloped areas.
Yolo-Solano Air Quality Management District	Responsible for reducing and maintaining regional air pollution levels to within federal and state standards; prepares the federal Air Quality Management Plan (AQMP) and state Air Quality Attainment Plan (AQAP).
Solano County Department of Environmental Management	Responsible for treatment, storage, and disposal of hazardous wastes, as well as the siting and management of hazardous waste facilities; prepares the Solano County Countywide Integrated Waste Management Plan.
Solano Transportation Authority (STA)	Responsible for planning a comprehensive, multi-modal transportation system in Solano County; prepares the Regional Transportation Plan (RTP).
SEDCORP	A collaboration of the 7 cities and Solano County, in partnership with business and industry, and education, fosters economic growth, provides current market data, and represent the region on industry issues at the State and extra-regional levels.
Association of Bay Area Governments (ABAG)	Comprehensive planning agency for the 100 cities and 9 counties of the San Francisco Bay Area; serves as the Metropolitan Planning Organization (MPO) for these counties; primarily addresses issues relating to land use, circulation, and air quality; prepares the Metropolitan Transportation Plan (MTP).

Among the many tasks required to complete this General Plan, was the review of general plans and area plans of neighboring jurisdictions – particularly those of Solano County (including the Collinsville-Montezuma Area Plan) and Sacramento County. The City of Rio Vista is

committed to coordinating and working with these regional jurisdictions, to address planning issues that may affect nearby cities and their residents, infrastructure, and environmental/agricultural resources.

Chapter 2

Community Vision

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The City of Rio Vista is located on the westernmost corner edge of the valley, right at the mouth—downstream to the northwest and the San Francisco Bay area to the southwest. Both regions are influencing the character of Rio Vista in terms of competing water. The city's natural beauty and its healthy soils is going to serve 23,500 population in 2030. Rio Vista has gained approximately 700 acres and 3,000 people since 1975. In 1996, the City believes the comprehensive General Plan update document that has growth strategically directed and managed the community.

Rio Vista conducted four General Plan Town Hall Meetings on April 24, June 15, July 20, and September 2, 1996. The meetings were held in order to determine community concerns and identify issues that would be the focus of the planning effort. Meetings exhibited a variety of topics including history, growth, and existing facilities, physical and environmental resources and opportunities for parks, recreation, and community services and economic development strategy and program. Over 250 citizens attended at least one of the four meetings.

Participants and interested individuals participated in a community dialogue session. They shared a variety of ideas, portraying different characteristics, styles, and types of development and representing several organizations in residential and commercial development. Participants stated the ability to bring fully aware that were reflected and shared our basic values. Through the dialogue, individuals demonstrated public vision about how the community should look and function as growth occurs. This process was repeated at each of the first three Town Hall meetings. At the fourth meeting, the approved ratings from all three meetings (over 100 rating sheets) were tallied and shared.

Strongest positive ratings were assigned to historic of the historical and hills surrounding the water, river neighborhoods and building styles and scenic, scenic and recreational development with a traditional architecture and street scene, especially river open space and

Chapter 2 Community Vision



The City of Rio Vista is located on the expanding urban edge of two major metropolitan regions—Sacramento to the northeast and the San Francisco Bay Area to the southwest. Both regions are influencing the character of Rio Vista in rapid and sweeping ways. The City annexed enough land in the early 1990s to grow to over 22,000 population in 2020. Rio Vista has gained approximately 750 homes and 2,000 people 1995. In 1998, the City undertook this comprehensive General Plan update to ensure that this growth is properly directed and benefits the community.

Rio Vista conducted four General Plan Town Hall meetings, on April 29, June 15, July 30, and September 2, 1998. The meetings were held to solicit community concerns and identify issues that would be the focus of the planning effort. Meetings addressed a variety of topics, including history, growth, and existing facilities; physical and environmental constraints and opportunities for parks, recreation, and community amenities; and economic development strategy and potential. Over 300 persons attended at least one of the four meetings.

Residents and interested individuals participated in a community image survey. They viewed a number of slides, portraying different characteristics, styles, and types of development and representing several approaches to residential and commercial development. Participants rated the slides by using tally sheets that were collected and totaled for each image. Through the ratings, attendants communicated preferences about how the community should look and function as growth occurs. This process was repeated at each of the first three Town Hall meetings. At the fourth meeting, the aggregated ratings from all three meetings (over 150 rating sheets were tallied) were shown.

Strongest positive ratings were assigned to images of the farmland and hills surrounding the town; older neighborhoods and building styles; and newer commercial and residential developments with a traditional architecture and street scene, especially when open space and

neighborhood parks were included. The most negative ratings went to strip commercial and “typical” newer shopping centers—especially those with large, dominating parking lots and “chain store” appearance. Relatively low ratings also went to newer subdivisions that lacked in landscaping and street trees and where autos and garages typically dominated street frontages.

Many other subjects were discussed at the Town Hall meetings. Questionnaires were circulated and attendants were asked to identify the “top ten” things that they liked and disliked about Rio Vista.

The dominant issues of concern to Rio Vista residents included:

- How to preserve Rio Vista’s small-town character and sense of community.
- The need for improvements to the riverfront and downtown.
- The need for public services and facilities, especially recreation opportunities.
- A desire for better shopping opportunities and choices.
- How to improve appearance and maintenance—both public and private.
- How to accommodate new growth that supports the community’s positive qualities and addresses the areas that need improvement.

The Rio Vista Principles are directly related to the community issues and concerns identified through the Town Hall meetings. Some of these principles are closely related to the *Ahwahnee Principles* established by the Congress for the New Urbanism in 1995. Most are derived from Rio Vista’s own community concerns. The principles below frame the goals and policies of the *Rio Vista General Plan 2001*.

RIO VISTA PRINCIPLES

PRESERVE RIO VISTA’S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- *Rio Vista should still be recognizable to today’s residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*
- *Parking lots should not dominate street frontage, public spaces, or buildings.*

- ❑ *Community identity should be strengthened with attractive entryways on Highway 12, Main Street, and River Road.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ❑ *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located in the downtown and adjacent areas.*
- ❑ *Redevelopment of Rio Vista's downtown and waterfront should create economic vitality and an atmosphere for walking and shopping. Historic building facades should be restored, and new projects should be linked to their surroundings.*
- ❑ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- ❑ *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

PRESERVE THE ENVIRONMENTAL RESOURCES THAT DEFINE RIO VISTA

- ❑ *New development should accommodate and showcase natural features as community amenities. New development should respect the contours of hillsides, valleys, and drainageways as important recognizable features of Rio Vista. Key hilltops to be preserved for public use and vistas should be identified.*
- ❑ *The community should seek to connect the existing town to new developments and the Sacramento River waterfront by an extensive and interconnecting trail system. The natural drainageways, hills, and sensitive vegetation areas should be the basis for designing such a system.*

PROVIDE ADEQUATE LEISURE AND RECREATION OPPORTUNITIES FOR ALL RIO VISTA RESIDENTS

- ❑ *A range of parks, from tot-lots and village greens to ball fields and parkways, should be distributed within all of Rio Vista's neighborhoods. Existing parks should be maintained and new parks should be provided as new neighborhoods are developed.*
- ❑ *New development should provide adequate recreation opportunities. Standards for parks, recreation facilities, and trails – and financial mechanisms for their operation and maintenance should be developed by and required of every new development.*

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

- ❑ *The Rio Vista community should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb like so many neighboring communities.*
- ❑ *A broad range of housing should be available throughout the community to match job opportunities and community needs. No one style or price range of housing should take precedence over any other, so long as an adequate supply is available for each.*

- *Commercial development should occur in locations and configurations that complement existing business. New retail projects should:*
 - *Provide goods and services not currently available or for which an unmet demand clearly exists, and*
 - *Be sized in proportion to market demand.*

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

- *Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity.*
- *Rio Vista should continue its tradition of cooperation with private nonprofit agencies and other public agencies, to provide essential services for youth, seniors, the economically disadvantaged, and those in crisis.*
- *Adequate public facilities – sewer, water, transportation, public safety, parks, recreation, education, and others – should be in place or assured in a timely fashion before new development projects proceed.*
- *The Rio Vista Airport is a vital public facility and economic resource; new residential development must take steps to ensure that its viability is not threatened.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- *Accessible, easy, and convenient circulation systems for autos, pedestrians, and bicyclists alike should be designed into all new developments.*
- *Convenient and accessible truck routes for delivery and shipping of goods and services should be provided, while minimizing the impact to residential neighborhoods and sensitive districts.*
- *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*
- *Many activities of daily living should occur within walking distance of each other. This design allows independence and safe movement for those who do not drive, especially seniors and young people. Schools should be sized and located to enable children to walk or bicycle to them. Interconnected networks of streets should be designed to encourage walking and reduce the number and length of automobile trips.*
- *The needs of automobiles and pedestrians should be balanced. It is a fact of modern life that development must adequately accommodate automobiles. However, pedestrian accessibility should not be sacrificed or made less important than automobile accessibility.*
- *Streets, thoroughfares, and public spaces should be:*
 - *Safe, comfortable, attractive, and interesting to the pedestrian and motorist alike; and*
 - *Free of barriers and designed with multiple connections to various parts of the community.*

The Rio Vista Principles were identified as a means to implement the community's vision and frame the goals and policies for the new General Plan. These principles articulate community concerns and objectives, and are the basis for the elements and diagrams in the following chapters.

Chapter 3

Planning Constraints & Boundaries

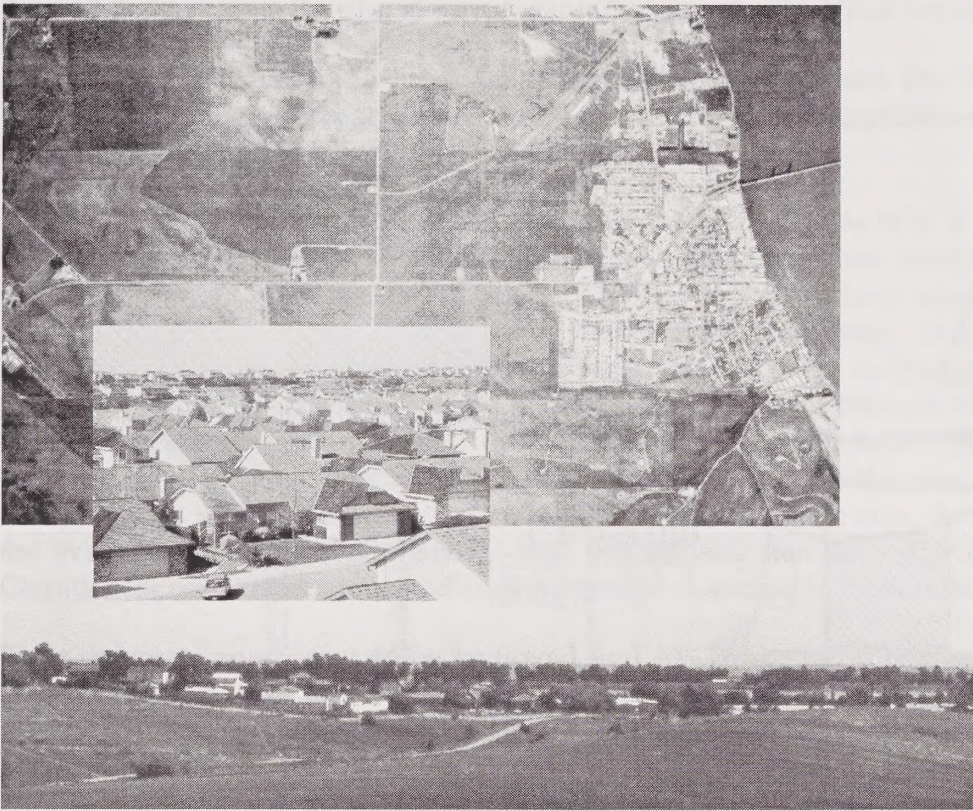
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Chapter 3 Planning Constraints & Boundaries

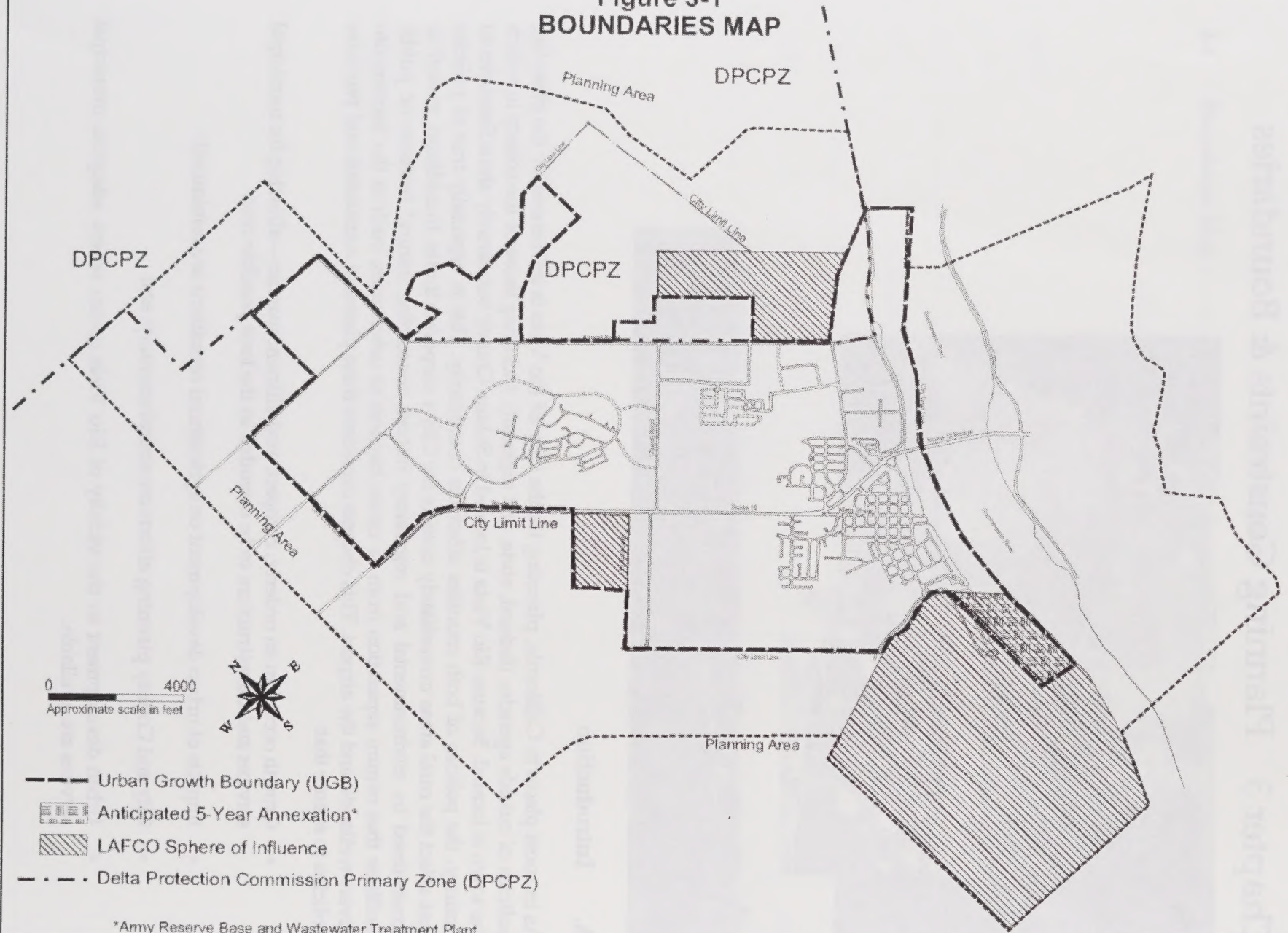


A. Introduction

As in most places in California, planning for the City of Rio Vista is influenced by the planning policies of outside agencies (federal, state, and regional), including those of the county in which the town is located. Because Rio Vista is located in Solano County but directly abuts Sacramento County, the policies of both counties affect the community. This is especially true of policies that affect the rural areas immediately outside the City's corporate limits. In addition, growth is constrained by environmental and regulatory factors concerning natural features or public facilities that require separation from or create barriers to urban uses, such as the Sacramento River, wetlands, and the airport. This chapter considers these planning constraints and provides policies to ensure that:

- Growth occurs in an orderly, compact, and efficient manner — allowing for municipal services and infrastructure to be extended at the least possible cost;
- Impacts of urban development on agricultural operations are minimized;
- City and County planning efforts are complementary; and
- Urban development in the vicinity of Rio Vista occurs where adequate municipal services are available.

**Figure 3-1
BOUNDARIES MAP**



Rio Vista General Plan 2001

In California, several types of boundaries are recognized legally in general plans and state law. The boundaries referenced in this chapter and throughout the General Plan are shown in *Figure 3-1*; they frame the discussion of planning issues for Rio Vista and are defined below.

City Limits. This corporate boundary defines the area in which Rio Vista has authority to legislate and govern. Local government has the primary responsibility for the planning and regulation of land uses within its city limits.

Sphere of Influence. A sphere of influence, herein referred to as SOI, is defined in California Government Code Section 56076 as “[unincorporated land that constitutes] a plan for the probable ultimate physical boundaries and service area for a local agency as determined by LAFCO.” LAFCO, or the Local Agency Formation Commission, is a local planning and regulatory authority empowered to review, and to approve or deny, local boundary changes and municipal reorganizations. LAFCO evaluates requests for changes to a city’s SOI in terms of the present and planned uses for the area, the present and probable need for public facilities and services in the area, the capacity of the municipality to serve the area, and the impact of the change on any social or economic communities of interest in the area. In addition, applications are evaluated as to their consistency with policies and standards of Solano and Sacramento Counties for both annexations and amendments to municipal SOI boundaries.

For a corporate annexation to be approved by LAFCO, the territory must be within the city’s SOI. In addition, State law requires that the city be notified by the county of any proposed land use changes or developments within its SOI and be given a chance to comment on the proposal for change.

Annexation. Annexation is the means by which an existing city extends its corporate boundaries. State law attempts to link local land use and open space policies to the annexation process, and requires the LAFCO to consider numerous factors in reviewing annexation proposals. Some of these factors include population density; land area and use; the need for organized community services; economic and social impacts on adjacent areas; conformity with LAFCO policies on providing planned, orderly, efficient patterns of urban development; and consistency with appropriate city or county general and specific plans. State law prohibits annexations by a city into more than one county.

Urban Growth Boundary. The urban growth boundary (UGB), sometimes referred to as an urban limit line, designates a boundary for future annexations and/or urban development. In Solano County, annexation and urban development are synonymous; policies for both Solano County and all cities in the County dictate that growth requiring municipal services can occur only inside municipal or city limits. In this chapter, Rio Vista establishes for the duration of this General Plan a UGB that is coterminous with the existing city limits, plus two small areas totaling less than 200 acres that are currently within the City’s LAFCO SOI.

Planning Area. A city’s planning area is distinct from its jurisdictional limits. Since the general plan is a policy document with a long-term perspective, a city’s general plan logically may include adjacent territory that the city ultimately expects to annex or serve, or that is of particular interest to the city. The planning area boundary established in general plans for most cities extends beyond their city limits, beyond their SOI, and beyond the geographical limits set

for urban growth (UGB). Typically, general plans also consider unincorporated lands outside these boundaries that constitute an area of concern for the city.

Areas of Concern. Not all lands in a planning area are necessarily designated for annexation into the city or SOI within the time frame of the General Plan. A city's planning area may include unincorporated land in which both the city and county have an interest. Land uses and policies of the county or nearby municipalities may result in direct environmental effects on the city (e.g., traffic, incompatible land uses, or economic competition).

Such unincorporated areas of common interest often are referred to as "areas of concern." Although not within its jurisdiction, a city may designate land uses for these lands to reinforce the current county policies or to indicate a different preference. For example, a city can express its support of agriculture by assigning an agricultural land use designation to lands within the area of concern that are also designated for agriculture by the county. Conversely, the city may designate land within the area of concern for a use different from that of the county, to indicate the city's preference for an alternative use of the area.

Consultation with neighboring jurisdictions ensures that land use decisions for areas of concern are mutually compatible. Typical problems that can result from lack of coordination between city and county planning policies are:

- Development or establishment of incompatible land uses in proximity to each other;
- Premature urban expansion without adequate supporting infrastructure or services;
- Premature elimination of agricultural operations;
- Inefficient land use and circulation patterns that can lead to increased public service costs;
- Encroachment into agricultural lands, reducing the amount of farmland available and subjecting the remaining farmland/operations to increasing conflicts and pressures from suburban neighbors; and
- Low-density residential development, dramatically increasing the area of agricultural land affected when compared to higher urban densities, due to the large amount of land needed to create "rural residential" subdivisions.

The Solano County LAFCO determines Rio Vista's SOI boundary. As shown in *Figure 3-1 (in the "Planning Area" section below, under "Setting")* this boundary includes unincorporated territory for which the City has committed to provide urban services and which the City expects to annex sometime during the planning period. Annexation cannot take place if the land is not within the SOI, unless the boundary has been amended to include the land in question. LAFCO has specific policies and standards governing amendments to the SOI and annexations.

The policies contained in this element address several boundary types, as described above. The boundaries as they pertain to Rio Vista are as follows:

- The city limits and SOI have nearly coterminous boundaries in most areas. The city limits and a portion of the remaining SOI establish Rio Vista's UGB.
- The planning area includes all land within the city and its SOI, extending into unincorporated lands for which the City has designated land uses.
- Although the areas of concern are not necessarily influenced by the General Plan, land use decisions in these areas could significantly affect Rio Vista.

The Planning Constraints & Boundaries element examines issues associated with population growth, as well as the constraints to growth, over the 20-year life of this General Plan. The element looks beyond the city boundaries to areas where changes in land use could profoundly affect the community's future. Performance standards are incorporated into some of the policy language and the implementing actions as a means of guiding the physical development and growth in Rio Vista.

State and federal courts have affirmed several principles that must be observed in establishing a growth management system. As follows:

- Local governments exercise within the powers delegated to them by the State.
- Local government's exercise police power must promote the public welfare.
- The exercise of local governmental power not discriminate on the basis of race, religion, age or economic status – or toward businesses.
- Local governments need allow to users reasonableness use of private property.
- Properly enacted land use regulation must result in compensation to the landowner.

PLANNING CONSTRAINTS OF OTHER AGENCIES

Every municipality is affected by policies of federal, state, regional, and other land use-related. The following page specifically address Rio Vista's boundaries and regulatory potential.

THE 1970 PROTECTION OF CULTURAL RESOURCES ACT

The California State Legislature passed the Delta Protection Act of 1992, which created the Delta Protection Commission (DPC) to provide regional coordination of the Primary Zone of the legal Delta. The DPC developed a long-term Delta Use and Resource Management Plan for the 400,000-acre Primary Zone of the Delta, which includes 75 percent of the legal Delta (Delta Protection

B. Purpose and Authority

STATE GENERAL PLAN GUIDELINES FOR URBAN GROWTH

The way in which a city plans its surrounding area, as expressed in its general plan, can be an important statement of its future intent. It is one means by which city officials can indicate to state and local governments their concerns for the future of surrounding unincorporated lands. In fact, Government Code Section 65300 dictates that a city's general plan should go beyond the city limits to include "any land outside its boundaries which . . . bears a relation to its planning."

The State Office of Planning and Research (OPR) offers considerations in its 1998 *General Plan Guidelines* for management of growth and development. The Guidelines state that "a growth management program will be more effective . . . if it is tied directly to the general plan rather than adopted independently [because] the general plan represents the most comprehensive statement of the community's general welfare as it relates to environment and land use matters." Since the general plan is based on population projections, growth management and development policies provide a reasonable basis for the general plan policies. The General Plan and, specifically, this element serve as a forum for balancing competing interests in an effort to direct growth and development in a way that will adhere to the Rio Vista Principles and community vision.

State and federal courts have defined several principles that must be observed in establishing a growth management system, as follows:

- Local governments must act within the powers delegated to them by the State.
- Local government's use of police power must promote the public welfare.
- The actions of local governments must not discriminate on the basis of race, religion, age, or economic status—or toward newcomers.
- Land use controls must allow for some reasonable economic use of private property.
- Overly restricted land use regulation may result in compensation to the landowner.

PLANNING CONSTRAINTS OF OTHER AGENCIES

Every municipality is affected by policies of federal, state, regional, and other local agencies. The following plans specifically affect Rio Vista's boundaries and expansion potential.

DELTA PROTECTION COMMISSION REGIONAL PLAN

The California State Legislature passed the Delta Protection Act of 1992, which created the Delta Protection Commission (DPC) to provide regional coordination of the Primary Zone of the legal Delta. The DPC developed a long-term *Land Use and Resource Management Plan* for the 487,265-acre Primary Zone of the Delta, which constitutes 71 percent of the legal Delta (Delta Protection

Commission, 1995). As stated in the Act, the goals of the management plan are to “protect, maintain, and, where possible, enhance and restore the overall quality of the delta environment, including, but not limited to agriculture, wildlife habitat, and recreational activities.” The Primary Zone of the Delta borders Airport Road and the northern boundary of the Gibbs Ranch.

The Delta Protection Act of 1992 acknowledges that agricultural land within the Delta is of significant value as open space and habitat for waterfowl using the Pacific Flyway. As such, the DPC’s Regional Plan is to protect agricultural land within the Primary Zone from the intrusion of nonagricultural uses. Land uses in all local general plans for areas within the Primary Zone must be consistent with the Regional Plan. The Secondary Zone consists of areas within the statutory Delta but not part of the Primary Zone. Land uses in local general plans for areas in the Secondary Zone are not required to conform to the management plan.

All DPC lands within the Rio Vista planning area are classified as part of the Primary Zone. The DPC Primary Zone boundary is shown in *Figure 3-1*. Since the DPC has jurisdiction over these lands in and adjacent to the Rio Vista city limits, the City’s general plan must be consistent with DPC policies. There are two scenarios for which exemptions are made: (1) lands annexed prior to the DPC’s inception in 1993, and (2) projects for which an EIR was certified under CEQA prior to 1993. The City’s proposed Northwest Wastewater Treatment Plan and the airport fall under these exemptions

SOLANO COUNTY GENERAL PLAN

All property within the Rio Vista city limits is under the jurisdiction of the City. The City Council makes all decisions regarding land use, circulation, public services, and similar issues within the city limits. Although the City is part of Solano County, the County Board of Supervisors has no direct decision-making authority regarding land use matters within the city limits.

Nevertheless, Solano County General Plan’s land use policies affect the City of Rio Vista. Voters approved Measure A in 1985; in 1995, the measure was extended to 2010. Measure A prohibits changing the use for land designated in the Solano County General Plan as agricultural or open space without approval by a vote of the County electorate. The Solano County General Plan requires that potential land conversion policies in urban areas give first priority to development of vacant land within urban areas that are currently served by public facilities and services, and second priority to the development of land adjacent to existing urban areas. According to Solano County’s Development Strategy Policy 4, “The unincorporated area shall not be developed with urban uses and urban services shall not be provided, except minimal public facilities and services essential for health, safety, and welfare.”

SACRAMENTO COUNTY GENERAL PLAN

Unlike Solano County, Sacramento County does allow urban growth outside municipal limits. However, the Sacramento County General Plan establishes urban growth/service boundaries that limit the areas in which the County will extend services necessary for urban development. Sacramento County policies prohibit consideration of land use amendments to the General Plan in areas outside the urban service boundaries. The portion of Rio Vista’s planning area that is

C. The Rio Vista Principles: Implementing the Community Vision

Preservation of the existing physical characteristics that define Rio Vista and the desire for new growth to reflect those characteristics are primary issues addressed in the Rio Vista Principles. The Rio Vista Principles that reflect the community's vision in the Planning Constraints & Boundaries element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

- ❑ *Adequate public facilities · sewer, water transportation, public safety, parks, recreation, education and others · should be in place or assured in a timely fashion before new development projects proceed.*

C. The Rio Vista Synthesis Enriches the Community Vision

First, since the existing physical characteristics that define the town are the focus for the growth vision, the vision must be primarily about the town's physical characteristics. The Rio Vista Synthesis that defines the community's vision in the Planning Commission's Board also defines the town's vision.

RECOMMENDATION: THE VISION OF THE COMMUNITY AND GROWTH VISION

a. The town should be responsible for the vision. It is the town's responsibility to ensure that the vision is shared with the community and that the vision is shared with the community and that the vision is shared with the community.

b. The town should be responsible for the vision. It is the town's responsibility to ensure that the vision is shared with the community and that the vision is shared with the community and that the vision is shared with the community.

PROVIDE A SUMMARY AND ACTION PLAN FOR THE VISION AND GROWTH VISION TO ALL TOWN RESIDENTS AND BUSINESS OWNERS.

c. The town should be responsible for the vision. It is the town's responsibility to ensure that the vision is shared with the community and that the vision is shared with the community and that the vision is shared with the community.

D. Setting

The City of Rio Vista is presently experiencing a significant increase in growth and rapid conversion of land to residential development. This is a new phenomenon for Rio Vista, a small, rural community that has remained relatively unchanged for decades until the last 5 years. In contrast with most Bay Area communities and cities in Sacramento and San Joaquin Counties, Rio Vista experienced relatively low growth rates during the 1970s and 1980s, due in large part to its distance from the Interstate 80 and Interstate 5 corridors (25± miles from either highway). Population remained concentrated in the downtown urban core, with residences sparsely dotting the rural landscape immediately beyond.

During the early 1990s, the City began to experience the effects of development pressures from the Bay Area. Multiple large development projects, accompanied by requests for annexation, were proposed. City leaders encouraged these applications in the late 1980s as one solution to the fiscal crisis brought on by the dramatic downturn of the natural gas industry. The rapid change in growth rates and development patterns that followed triggered the need for the City to create a new vision of its future.

ANNEXATIONS

The Rio Vista City Council and Solano County LAFCO must approve all requests for annexation. The local LAFCO is made up of two members of the Solano County Board of Supervisors, two members who represent the seven incorporated cities in Solano County, and one independent public member.

The City's most recent annexations occurred in 1991, when the City amended its General Plan to permit the annexation of approximately 2,500 acres into the City. At the time of the annexation, the projected time frame for buildout of the area was 10-15 years. Since the annexation, approximately 800 new homes have been constructed as part of the Trilogy (formerly known as Summerset) and Homecoming subdivisions.

PLANNING AREA

Figure 3-1 is the City of Rio Vista's Boundaries Map of its planning area. The planning area includes the existing city limits and the SOI. The planning area also includes lands outside these limits, extending from Liberty Island Road across Highway 12, south and east of Azevedo Road, and north of Emigh Road. The planning area encompasses land north of Airport Road and south of the Yolo Bypass that are within the jurisdiction of the DPC's Primary Zone of the Delta. Finally, the planning area extends across the Sacramento River, north and south of Highway 12, into unincorporated Sacramento County. The City's SOI was amended in 1973 and in 1982 to include parts of the Montezuma Hills and areas within the jurisdiction of the DPC that are precluded from urban development.

GROWTH AND AGRICULTURAL LANDS

Much of the land within the city limits is presently in agricultural uses. The *Amendments to the 1985 Rio Vista General Plan* (City of Rio Vista, 1990) resulted in annexation of lands into the City that are appropriate for urbanization within the time frame of this General Plan. While the policies of this General Plan continue to support agriculture in the unincorporated areas adjacent to the city limits, the City has continued to move forward in its consideration of development proposals that would convert these annexed agricultural lands to urbanized uses. They include the Esperson and River Walk properties, Marks Ranch, and Gibbs Ranch.

PATTERNS OF DEVELOPMENT

New development that occurred from the 1950s to 1980s largely took place in small tracts that generally were contiguous to existing development. Annexations that took place in the late 1980s and early 1990s, totaling more than 2,500 acres, allowed development to be established in areas removed from the existing town. This occurred in two areas: Trilogy, where the development begins more than 1 mile from the nearest existing development on Highway 12 and the primary entrance is located about 2 miles away; and the Homecoming subdivision, which is adjacent to the designated industrial lands, about 1 mile from downtown. (*See the Introduction, Land Use and Community Character & Design elements for additional discussion on patterns of development.*)

AREAS OF CONCERN

The City of Rio Vista did not consider any areas of concern in its previous General Plan. The proposed areas of concern and the City's purpose and intent for such areas are discussed in the "Outlook" section below.

All Solano County unincorporated lands not previously developed are designated as agricultural, open space, or conservation lands by the County's General Plan. Although these policies are designed to prohibit any urban development outside the city limits, they do not affect the City's ability to annex undeveloped lands if LAFCO standards are met.

Areas of concern include:

- Highway 113
- Lambie Industrial Park
- Collinsville
- Montezuma Hills
- Yolo Bypass
- Liberty Island
- Ryer Island
- Portions of Sacramento County near Highway 12

E. Outlook

As Rio Vista anticipates significant growth over the next 20 years, the City can shape the patterns of growth within the context of this General Plan. Decisions to be made extend beyond the City's ultimate size, population, and boundaries · residents and developers alike need to know where growth is to be concentrated, which areas will be discouraged from development, where the urban edge will be, and what is planned for the future beyond that edge.

PLANNING AREA

The Association of Bay Area Governments (ABAG) has projected a population of 22,100 for Rio Vista in the year 2020. This estimate is based in part on 1991 annexations that added the land capacity for approximately 8,000 new housing units. The following assumptions were made for the discussion of future growth and formulation of policy in this General Plan:

- The ABAG projection will be accepted as the target population for planning and analysis purposes. 2020 is accepted as the end of this planning period or the buildout year.
- Evaluating and establishing policies for managing growth beyond the 21-year horizon (1999–2020) will be the task of future General Plan updates.
- The City's designation for land uses within the planning area but outside the city limits will be consistent with the Solano and Sacramento County General Plans (e.g., designations for agriculture and related uses). The SOI may be adjusted from time to time, with land use designations to be revised within the new or former SOI areas.

The City's SOI may be amended only when a significant portion of existing development capacity is built out, preferably in conjunction with a review of the General Plan within 5-6 years and perhaps coinciding with the next Housing element revision in 2006. Such timing of the review will help to ensure that housing availability is not adversely affected or the ability of the City to meet future housing needs as determined by ABAG. As a general direction, the expansion of these boundaries should not be considered prior to buildout of at least 50 percent of the total capacity of the lands currently within the area. An expansion could be considered if the buildout of a particular use reaches 50 percent prior to buildout of other uses reaching 50 percent. (For example, if industrial land reaches 50 percent buildout prior to housing, then the need for additional industrial land could be considered. In such a case, the expansion would be considered only for the particular use that has reached 50 percent buildout.)

ANNEXATIONS AND THE URBAN GROWTH BOUNDARY

The City presently has sufficient land to develop for all categories of land use. Therefore, the need for any new annexations during the time frame of this General Plan is not anticipated. Recognizing this fact, the framers of this General Plan intend to establish a UGB that limits future annexations to strict criteria, in order to limit growth to the projected population, retain the small-town character of the community, and minimize impacts on agricultural lands. As mentioned previously, the General Plan likely will be revisited in 5-6 years to determine

whether City growth and development policies remain consistent with the City's community vision and whether additional land is needed to meet the needs of its citizens in the areas of employment, housing, and recreation.

AREAS OF CONCERN

OPR's 1998 *General Plan Guidelines* discuss the need for a community to look beyond its jurisdictional boundaries toward areas in the region that could significantly affect the community's quality of life. The enactment of local growth management policies in many jurisdictions, particularly in the Bay Area, has tended to shift the direction of growth toward jurisdictions whose growth management policies are limited or nonexistent. By pushing growth toward the path of least resistance, local controls often have failed to produce the desired objective of reducing impacts from growth: the impacts simply shift from one area of the region to another.

Therefore, the City will continue to follow closely the land use decisions of neighboring Solano and Sacramento Counties, in order to ensure that development patterns and intensities do not dramatically shift in a manner that will adversely affect Rio Vistas and preclude the City from achieving its community goals. Specifically, the areas of concern in this General Plan include the areas of unincorporated Solano County, including the DPC's jurisdiction, and the east bank of the Sacramento River in unincorporated Sacramento County.

GROWTH AND AGRICULTURAL LANDS

In addition to the direct benefits contributed by agriculture, a number and variety of indirect, yet equally important, benefits of agricultural land can affect the future growth and development of Rio Vista. The location, intensity, and nature of future growth can be greatly controlled by establishing an agricultural policy that requires careful evaluation of alternatives and definite proof of the public need for the proposed development, before allowing any non-agricultural conversion. Such a policy can be used to maintain reasonable levels of growth by directing growth to those areas where it is most appropriate.

The location of future growth can and should be controlled. This is a crucial policy area, given the City's prospects for nearly full buildout within the next 20 years. The timing of growth is especially important due to the cost of providing services to urban areas. Continuing support of agricultural activity in the farmlands adjacent to the city limits will discourage speculative buying of agricultural land and serve as an effective tool in controlling and directing urban expansion.

PATTERNS OF DEVELOPMENT

Land is expected to convert at a fairly rapid rate from vacant or agricultural to residential, commercial, and industrial uses. The City's Land Use element allows for development at urban densities out to the city limits. In fact, the Community Character & Design element encourages development patterns that extend out from existing development, thereby avoiding previous patterns of leapfrog development. Streets stubs will be required at the edge of subdivision projects to facilitate tie-in of future adjacent developments to existing infrastructure.

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

PLANNING AREA / AREAS OF CONCERN

GOAL 3.1 TO MAINTAIN WELL-DEFINED BOUNDARIES AT THE EDGE OF URBAN DEVELOPMENT.

Policy	Implementing Action
3.1.A The planning area for 2020 shall coincide with the line shown on the official General Plan Land Use Map in the Land Use element and the Boundaries Map in this element.	PCB-1 <i>Land Use Map</i> PCB-2 <i>Boundaries Map</i>
3.1.B Land uses within the planning area but outside the City's sphere of influence shall be consistent with the Solano County General Plan, specifically its policies related to agricultural land uses.	PCB-3 <i>Interagency Coordination</i>

GOAL 3.2 TO ENSURE PUBLIC HEALTH AND SAFETY BY MAINTAINING ADEQUATE BUFFERS BETWEEN AGRICULTURAL LAND AND URBANIZED AREAS.

Policy	Implementing Action
3.2.A Development projects shall be reviewed on a case-by-case basis to ensure that adequate buffers are maintained between urban and agricultural lands, while giving developers flexibility in design at the urban edge. (Refer to discussion, goals, policies of Chapter 10, Resource Conservation and Management, Policies 10.2 A – C; RCM 14)	PCB-1 <i>Land Use Map</i> PCB-4 <i>Development Review</i>

ANNEXATIONS

Although the City does not anticipate the need for any annexations during the time frame of this General Plan, opportunities for unique development projects could require the annexation of small infill or contiguous parcels. If the City is presented with an innovative or unique project that cannot go forward without such an annexation, the City may consider the proposal and present it to the Solano County LAFCO for review and approval.

GOAL 3.3 TO ENSURE THAT FUTURE ANNEXATIONS SUPPORT THE COMMUNITY VISION FOR GROWTH, DEVELOPMENT, AND SERVICES.

Policy		Implementing Action	
3.3.A	The City shall adopt an urban growth boundary that limits annexations and future urban development to the area delineated for this General Plan to the year 2020.	PCB-2	<i>Boundaries Map</i>
		PCB-3	<i>Development Review</i>
3.3.B	The City shall ensure that additional lands are needed to achieve a jobs/housing balance prior to annexation.	PCB-4	<i>Development Review</i>
		PCB-5	<i>Sphere of Influence Boundary Review</i>
3.3.C	Within the urban growth boundary, the City shall not consider requests for annexation until the City reaches at least 50 percent of buildout. An expansion could be considered if the buildout of a particular use reaches 50 percent prior to buildout of other uses reaching 50 percent. (For example, if industrial land reaches 50 percent buildout prior to housing, then the need for additional industrial land could be considered. In such a case, the expansion would be considered only for the particular use that has reached 50 percent buildout.) A property that has been added to the Sphere of Influence, has been found by the Planning Commission to meet the intent of the discussion under the "Annexations" heading above and is consistent with Policies 3.3 A, B, D, E and F, shall be deemed exempt from this policy.	PCB-4	<i>Development Review</i>
		PCB-5	<i>Sphere of Influence Boundary Review</i>

3.3.D	As one of the key objectives of the urban growth boundary, the City shall require growth to move inward instead of out past the Brann Ranch along Highway 12.	PCB-1 PCB-4 PCB-5	<i>Land Use Map Development Review Sphere of Influence Boundary Review</i>
3.3.E	The necessary infrastructure shall be provided both within the urban growth boundary and to the particular site before development can occur.	PCB-5 PCB-6 PCB-7	<i>Sphere of Influence Boundary Review Five-Year Comprehensive Annexation Plan Capitol Improvement Program</i>
3.3.F	The City shall not approve requests for annexation of land that is not contiguous to City land on at least one side, except for City-owned properties.	PCB-5 PCB-6	<i>Sphere of Influence Boundary Review Five-Year Comprehensive Annexation Plan</i>
3.3.G	The City shall annex the Army Reserve Base site after the title of ownership is transferred to the City.	PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>
3.3.H	The City shall annex the Rio Vista Wastewater Treatment Plant site and any other City facility not currently within the city limits.	PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>

AREAS OF CONCERN

For the purposes of policy direction, the areas of concern will delineate lands that the City will proactively seek to maintain in uses compatible with its community vision. These areas of concern are for planning purposes only; the City has no intent of future annexation in these areas.

GOAL 3.4 TO FACILITATE PLANNING EFFORTS OUTSIDE THE CITY BOUNDARIES THAT ARE COMPATIBLE WITH CITY LAND USES AT THE URBAN EDGE.

Policy	Implementing Action
3.4.A The City shall consider areas of concern that extend from the city limits into Solano and Sacramento County	PCB-3 <i>Interagency Coordination</i>

jurisdictions in this General Plan, including lands where development or land use changes could significantly affect the community of Rio Vista.

These unincorporated areas of concern include:

- Highway 113
- Lambie Industrial Park
- Collinsville
- Montezuma Hills
- Yolo Bypass
- Liberty Island
- Ryer Island
- Portions of Sacramento County near Highway 12

3.4.B	The City shall recommend that Solano and Sacramento Counties not permit changes in zoning to increase density in the areas of concern.	PCB-3	<i>Interagency Coordination</i>
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GROWTH AND AGRICULTURAL LANDS

Existing federal policies and local land use controls throughout the country pressure farmers to sell their land for eventual development. As farmlands succumb to these development pressures, the ensuing developments intensify pressures on the remaining farmers to sell, which ultimately can result in unchecked growth and suburbanization of the rural landscape. Rio Vista recognizes that careful planning is needed to prevent this pattern from emerging in the farmlands surrounding its community. Prevention can be partially accomplished by providing a policy direction (in conjunction with Solano County's Measure A) that recognizes agriculture as a viable land use and encourages such activity to continue in the unincorporated area, thereby curbing any trend toward land speculation

GOAL 3.5 TO RETAIN AGRICULTURAL LANDS BEYOND THE CITY'S URBAN EDGE.

Policy	Implementing Action
3.5.A	The City shall not support growth into areas outside the City's urban growth boundary. PCB-3 PCB-8 <i>Interagency Coordination</i> <i>Public/Private Partnerships</i>

3.5.B	The City shall actively oppose any requests for zoning change in unincorporated Solano County that would result in the conversion of productive agricultural land to urban uses in the areas of concern.	PCB-3 PCB-8	<i>Interagency Coordination Public/Private Partnerships</i>
3.5.C	Impacts of urban development on agricultural operations shall be minimized.	PCB-1 PCB-2 PCB-4 PCB-9 PCB-10	<i>Land Use Map Boundaries Map Development Review Density Transfer Transfer of Development Rights</i>
3.5.D	The City shall seek to remove from its sphere of influence and the urban growth boundary any agricultural lands that are placed in an agricultural land trust.	PCB-5	<i>Sphere of Influence Boundary Review</i>
3.5.E	The City shall support agricultural landowners outside the city limits in their requests for achieving land trust protection on their properties unless there is a clear or imminent conflict with City policies.	PCB-8	<i>Public/Private Partnerships</i>
3.5.F	The City shall actively oppose any annexation requests or other changes in land use designations that would allow agricultural lands to develop within the area of concern in Sacramento County.	PCB-3 PCB-8	<i>Interagency Coordination Public/Private Partnerships</i>
3.5.G	The City shall continue to support the Solano County/City Coordinating Committee's position of support for Solano County's Measure A and the policy stance that no urban development should occur in the unincorporated area.	PCB-3	<i>Interagency Coordination</i>

PATTERNS OF DEVELOPMENT

- GOAL 3.6** TO ENSURE THAT GROWTH OCCURS IN AN ORDERLY, COMPACT, AND EFFICIENT MANNER, SO THAT MUNICIPAL SERVICES AND INFRASTRUCTURE MAY BE EXTENDED AT THE LEAST POSSIBLE COST.

Policy	Implementing Action
3.6.A Development patterns shall tier off of existing development and avoid leap frogging, even within the urban growth boundary and existing city limits.	PCB-1 <i>Land Use Map</i> PCB-2 <i>Boundaries Map</i> PCB-4 <i>Development Review</i> PCB-5 <i>Sphere of Influence Boundary Review</i>
3.6.B Development patterns shall extend primarily east to west along Highway 12 to the city limits. To the extent feasible, initial phases of new developments shall begin as close as possible to existing development near Drouin Drive, being contiguous from east to west.	PCB-1 <i>Land Use Map</i> PCB-11 <i>Zoning Ordinance Review and Update</i>

- GOAL 3.7** TO ENSURE THAT GROWTH DOES NOT ENCROACH ON AREAS WITH HIGH-VALUE NATURAL RESOURCES.

Policy	Implementing Action
3.7.A The City shall continue to support prohibitions/restrictions on development within the Delta Protection Commission's Primary and Secondary Zones.	PCB-3 <i>Interagency Coordination</i>
3.7.B The City shall seek to remove lands from the existing sphere of influence that are currently within the boundaries of the Delta Protection Commission and any lands that are placed in an open space land trust.	PCB-5 <i>Sphere of Influence Boundary Review</i>

3.7.C	Development shall not extend south into the Montezuma Hills beyond the existing City boundaries. This policy shall be reviewed at the next General Plan update.	PCB-1 PCB-2 PCB-3 PCB-5	<i>General Plan Land Use Map Boundaries Map Interagency Coordination Sphere of Influence Boundary Review</i>
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GOAL 3.8 TO DIRECT GROWTH AWAY FROM AREAS CONTAINING LAND USES THAT ARE INCOMPATIBLE WITH FUTURE DEVELOPMENT.

Policy	Implementing Action
3.8.A	Development shall be compatible and consistent with the Airport Land Use Plan and designated airport restricted zones.

The following information was obtained from the records of the
 Department of the Interior, Bureau of Land Management, dated
 10/10/1967, regarding the land owned by the United States
 in the area of the proposed project.

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 Department of the Interior, Bureau of Land Management, dated
 10/10/1967, regarding the land owned by the United States
 in the area of the proposed project.

G. Implementing Actions for Planning Constraints & Boundaries (PCB)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Planning Constraints & Boundaries element.

PCB-1 LAND USE MAP *(To be adopted as part of this General Plan)*

The Land Use Map is shown as *Figures 4-2 and 4-3* in Chapter 4, "Land Use." These maps will serve as the basis for determining appropriate uses of land within the planning area. The Zoning Ordinance and other implementing ordinances shall be consistent with this adopted Land Use Map.

PCB-2 BOUNDARIES MAP *(To be adopted as part of this General Plan)*

The Boundaries Map, shown as *Figure 3-1* in this element, will be used primarily by the City, LAFCO, other local agencies, and developers during the process of evaluating proposed annexations and development projects at the urban edge. The City's urban growth boundary (UGB) or urban limit line, as shown on this map, designates the City's boundary for future annexations and/or urban development. The Boundaries Map will help ensure planned, orderly, and efficient patterns of urban development that are consistent with the Rio Vista General Plan goals and policies.

PCB-3 INTERAGENCY COORDINATION *(Existing)*

The City will continue to support the existing land use policies of Solano and Sacramento Counties for the areas surrounding Rio Vista. The City will participate, if necessary, with the Solano County Open Space and Farmlands Trust and other appropriate agencies and organizations to establish or maintain policies and develop implementation strategies that will result in the protection of prime agricultural land around the City's sphere of influence.

The City also will continue to support the Solano County Agricultural Commissioner's "Right-to-Farm" policies.

PCB-4 DEVELOPMENT REVIEW *(Existing)*

Impacts of proposed new development entitlements and/or future annexations will be evaluated with each proposal. Mitigation of significant impacts to the agriculture/urban interface will be required as conditions of approval of plans or subdivision maps. Agricultural buffers will be determined on a case-by-case basis, depending on adjacent agricultural uses.

Potential mitigation measures include the following "typical" mechanisms, as well as ad hoc measures to be applied to individual situations:

- Disclosure (e.g., deed of trust) of potential agricultural impacts to potential buyers of properties within 1,000 feet of a property line adjacent to crop or grazing land;
- Binding development agreement between the developer, the agricultural land owner, and the City – assuming that all are willing participants;
- Land transfer to a non-profit farmland trust; and
- Agricultural easements similar to aviation easements around airports (may be subject to legal restrictions).

PCB-5 SPHERE OF INFLUENCE BOUNDARY REVIEW
(Proposed)

The City will review the current sphere of influence (SOI) boundaries and recommend potential changes to the Local Agency Formation Commission (LAFCO). Potential changes include:

- Deleting portions of the SOI areas south of Montezuma Hills Road and north of Airport Road.

Any deletion would require at least one of the following findings:

- The area **cannot** feasibly be served by the City within 5 years.
- Adequate land remains within the city limits and remaining SOI to accommodate the housing and other land uses called for by the General Plan.
- The land has been placed in an agricultural lands trust or other permanent open space trust or conservation easement.
- Proposed land uses are consistent with Delta Protection Commission (DPC) policies; the area is not within DPC jurisdiction.

Any addition would require at least one of the following findings:

- The area **can** feasibly be served by the City within the General Plan time frame.
- The area meets LAFCO standards.
- The addition is consistent with other General Plan policies.
- The proposed use would fulfill a market need and would create public benefits that could not reasonably be accomplished elsewhere.

PCB-6 FIVE-YEAR COMPREHENSIVE ANNEXATION PLAN
(Existing)

Following adoption of its General Plan, the City will update and submit to the Solano County Local Agency Formation Commission (LAFCO) its Comprehensive Annexation Plan. This plan is a statement and analysis of the City's growth plans, focusing in particular on the timing of growth and the annexations needed to support that growth. The purpose of the plan is to give LAFCO a context for evaluating the likelihood of significant growth. Within this context,

LAFCO can compare a proposed annexation to projected demand for growth and the existing supply of vacant land within the City.

LAFCO requires each city to submit a Comprehensive Annexation Plan and periodically requests that the plan be updated. The plan must be adopted at least every 5 years following major revisions to the City's General Plan. The plan should cover a 15-year time frame but can be extended to the horizon date of the City's General Plan, provided it does not exceed 20 years. At a minimum, the plan must include the following elements: urban growth strategy, infill strategy, and agricultural preservation strategy.

PCB-7 CAPITAL IMPROVEMENT PROGRAM
(Existing)

If urban services are required (e. g., water and sewer), it should be reasonable to expect that these services can be extended within 2 years of annexation. Examples of ability to serve the area would be proximity of existing facilities, planned extensions to neighboring properties, or the inclusion of the adjacent area in the City's Five-Year Capital Improvement Program.

PCB-8 PUBLIC/PRIVATE PARTNERSHIPS
(Proposed)

The City will work with Solano County, nonprofit organizations, and landowners to establish policies that will protect prime agricultural areas around the sphere of influence within the planning area, including a process to implement techniques such as transfer of development rights, agricultural easements, and farmland trusts.

The City will work with Solano County to establish mutually reinforcing goals of City-centered development in order to prevent the intrusion of rural residential into agricultural lands.

PCB-9 DENSITY TRANSFER
(Proposed)

A density transfer is a way of retaining open space by increasing densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving historic, sensitive, or hazardous areas unchanged. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

The City will permit a transfer of density from any required agricultural buffer area to other parts of the development. It is the City's intent that the density resulting from the transfer will not exceed the mapped density permitted by the residential land use designation on the portion of the property adjoining the buffer. The transferable density for any given site may be less than the maximum if the City determines that the land is incapable of accommodating the maximum density because of slope, geologic hazard, or other environmental factors.

PCB-10 TRANSFER OF DEVELOPMENT RIGHTS
(Proposed)

A transfer of development rights is a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

The City shall encourage the use of transfer of development rights (TDRs) in Solano County as a tool to preserving open space and establishing agricultural buffers. These programs establish a means by which landowners may agree to limit or eliminate development rights on their parcels in perpetuity, by donating or selling them to a County agency or non-profit land trust (e.g., California Rangeland Trust). The agency or land trust is responsible for ensuring that the owner adheres to the terms of the agreement. In return, owners receive reductions in property and estate taxes, as well as a charitable tax deduction or cash infusion.

PCB-11 ZONING ORDINANCE REVIEW AND UPDATE
(Proposed)

The City will conduct a review and update of its Zoning Ordinance to ensure its consistency with the goals, policies, and implementing actions of this element.

PCB-12 AIRPORT/LAND USE COMPATIBILITY PLAN
(Existing)

The City's *Airport/Land Use Compatibility Plan* (ALUP) (Solano County Airport Land Use Commission, 1988), which the Solano County Airport Land Use Commission adopted by ordinance in 1988, sets forth the criteria that the Commission will use in evaluating land use plans and development projects in the vicinity of the Rio Vista Airport. The scope of the land use actions that are subject to review by the Solano County Airport Land Use Commission can be defined in terms of:

- The extent of the geographic area around the airport,
- The types of airport impacts that are critical to airport/land use compatibility, and
- The types of actions to be reviewed.

Policies addressing each of these topics are contained in the ALUP, together with the set of compatibility criteria used by the Commission when reviewing projects.

Chapter 4

Land Use

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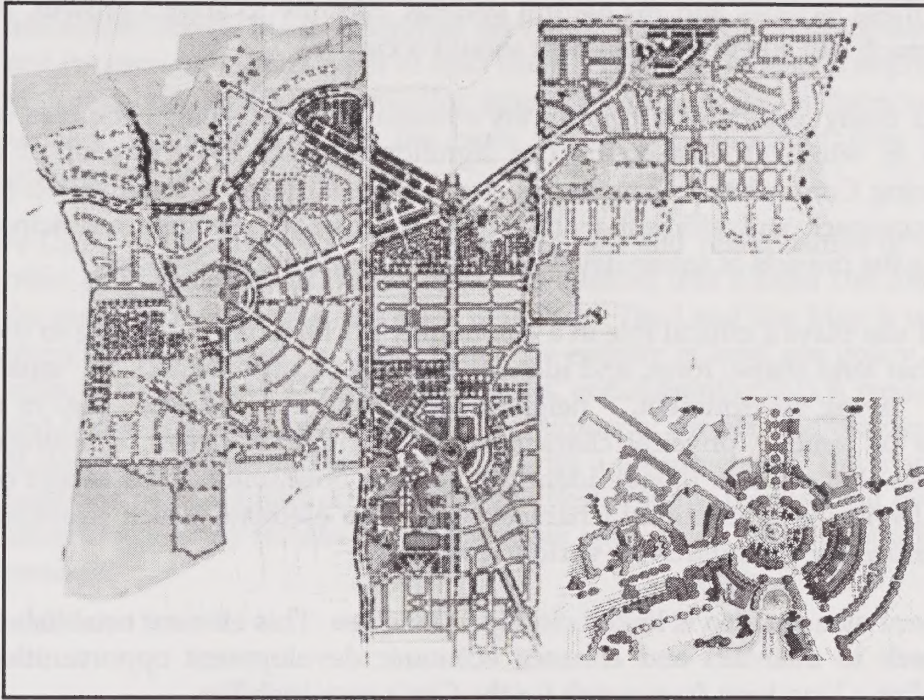
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Chapter 4 Land Use



A. Introduction

As prescribed by State law, the purpose of the Land Use element is to designate “the proposed general distribution and general location and extent of uses of land.” Given this considerable task, the Land Use element has the broadest scope of the General Plan elements and plays the central role in correlating all land use issues into a set of coherent development policies. The goals, policies and implementing actions of the Land Use element relate directly to the other elements of the General Plan. Although all General Plan elements carry equal weight, in practice, the Land Use element is the most visible and often used element in the General Plan.

A city’s land use distribution and pattern are influenced by several factors. These include projected capacity of local and regional infrastructure and services, maintenance of desired service levels, natural and environmental constraints, market opportunities and constraints, social considerations, and physical hazards. In addition, land uses are influenced by—and affect—less measurable considerations, including the character and identity of the community.

Rio Vista, along with the entire County of Solano, is presently experiencing significant growth. This has led to a transition of the City from a small Delta community into a place of increasingly urban/suburban character, with growing appeal to new businesses, retirees, and Bay Area émigrés. The City is now faced with the challenge of accommodating and providing for both residential and job growth, while attempting to maintain its small-town character.

The land use policies in this element establish the limits concerning where and how much housing, businesses, industry, schools, community facilities, and open space are to be provided

within the urban area throughout the planning period (1999–2020). Land use policies direct new development to locations that may beneficially or negatively affect environmental quality and may require new or expanded facilities, such as roads, recreation facilities, and utilities. The City's ability to provide these facilities and the natural systems' capacity to absorb growth, in turn, help to shape how much and where development should occur.

Land use decisions affect many aspects of a community's health and well-being. The rate of growth and the pattern in which growth occurs can significantly alter the character of a community. In the Planning Constraints & Boundaries element, the City states its intention to develop in an orderly, compact, and efficient manner and to provide adequate municipal services while minimizing the impacts of urban development on agricultural operations.

The design aspect of land use plays a critical role in a community's "character," referring to the physical characteristics that lend shape, form, and identity to a city. Concepts such as "small town," "quality of life," "living environment," "neighborhood," and "community" are, to a large extent, expressions of familiar physical characteristics—landmarks, streets, buildings, parks, and natural features that create a unique identity in every community. This aspect of land use is described fully in the Community Character & Design element, which provides design guidelines and performance standards for various land uses.

The Economic Development element also is linked closely to land use. This element establishes land use policies that seek to maintain and enhance economic development opportunities within the City and to define a long-term framework for the City's sustainability.

Chapters 8, 9 and 10 of the General Plan also are related to the Land Use element in that they respectively address the City's approach to sustaining a quality of life through sound policies in the areas of (1) circulation and mobility, (2) parks and open space, and (3) agricultural and natural resource conservation.

B. Purpose and Authority *Implementing the Community Vision*

Land Use is one of the seven mandatory General Plan elements required by California law. As mentioned above, the law requires the Land Use element to designate the “general distribution and location of various types of land uses.” The element also is required to provide “standards of population density and building intensity” for the various districts discussed. The Land Use element is intended to be the basis for all regulations of how land is used within the community.

A Land Use Map shows the general locations and relationships of various land uses to each other geographically. It is important to remember that a Land Use Map is intended to illustrate the goals and policies as described in the text. The Land Use Map is one implementation tool of many; in and of itself, the map is not the entirety of land use policy. The map cannot be used without considering the analysis, policies, and reasoning that it represents. The Land Use Map and text together specify the locations, number of people, and buildings that would be allowed to develop or redevelop on properties within a planning area. The map and text also specify the locations of parks and community facilities, schools, institutional uses, agricultural uses, and lands intended to remain undeveloped as open space for environmental protection and other reasons.

C. Rio Vista Principles: Implementing the Community Vision

Citizens expressed the desire to retain the characteristics that define Rio Vista as a rural, small-town community, despite growth projections and the need for growth to sustain a healthy local economy. The local concerns that relate to land use are embodied in the Rio Vista Principles below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located in the downtown and adjacent areas.*
- *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

- *The Rio Vista community should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb like so many neighboring communities.*
- *A broad range of housing should be available throughout the community to match job opportunities and community needs. No one style or price range of housing should take precedence over any other, so long as an adequate supply is available for each.*
- *Commercial development should occur in locations and configurations that complement existing business. New retail projects should:*
 - *Provide goods and services not currently available or for which an unmet demand clearly exists, and*

- *Be sized in proportion to market demand.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- ❑ *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*
- ❑ *Many activities of daily living should occur within walking distance of each other. This design allows independence and safe movement for those who do not drive, especially seniors and young people. Schools should be sized and located to enable children to walk or bicycle to them. Interconnected networks of streets should be designed to encourage walking and reduce the number and length of automobile trips.*
- ❑ *The needs of automobiles and pedestrians should be balanced. It is a fact of modern life that development must adequately accommodate automobiles. However, pedestrian accessibility should not be sacrificed or made less important than automobile accessibility.*
- ❑ *Streets, thoroughfares, and public spaces should be:*
 - *Safe, comfortable, attractive, and interesting to the pedestrian and motorist alike; and*
 - *Free of barriers and designed with multiple connections to various parts of the community.*

D. Setting

EXISTING PLANNING AREA

The City of Rio Vista is characterized as a small, waterfront town situated on the west bank of the Sacramento River. Its historic downtown serves as the City's core district with historic residential, commercial, recreational, and government services. Extending from its downtown core, the City encompasses newer (post-World War II) residential neighborhoods, highway commercial and industrial uses. Two new subdivisions—Trilogy and Homecoming—exemplify the changes that Rio Vista is undergoing as a result of rapid growth in Solano County. The remainder of land within the city limits is largely devoted to agricultural uses, with natural gas wells dotting the landscape. Although the Land Use element calls for urbanization of the land within Rio Vista's boundaries, the rural, agricultural lands surrounding the City will continue to influence the City's land use decisions.

CITY LIMITS

Nearly 43 percent of Rio Vista's planning area lies within the city limits. The 4,800± acres of incorporated land represents a doubling of the City's area since 1991, when approximately 2,509 acres of public and private lands were annexed to the city.

The City of Rio Vista has authority over land use and development within its jurisdiction. Exceptions include lands within the city limits that are owned or managed by the State of California, such as the Delta Protection Commission's Primary Zone of the Delta; Highway 12, which is under the jurisdiction of the California Department of Transportation (Caltrans); and submerged lands along the banks of the Sacramento River, which are controlled by State Lands Commission. State agencies dictate the planning efforts on State lands, but the City is likely to provide input on any proposed projects.

SPHERE OF INFLUENCE

Approximately 6,455 acres of land within the City's sphere of influence (SOI) but outside the city limits are included in Rio Vista's 11,255-acre planning area. While not within the incorporated boundaries, they bear on Rio Vista's planning efforts. These lands, which are almost exclusively devoted to agricultural use and natural gas production, are considered likely to be within the ultimate physical boundaries and service area of Rio Vista. Although the City is not required to annex the unincorporated lands, these areas probably will be considered for annexation in the future.

In general, cities do not have the jurisdiction or ability to control projects within their SOIs but do receive notices of proposed development activity and may comment on any such projects. Since most of Rio Vista's SOI is coterminous with its incorporated boundaries, future expansions into these undeveloped areas will be determined largely by the City in accordance with its growth management policies (*as described in the Planning Constraints & Boundaries element*). Any annexations of unincorporated land within the SOI are subject to approval by the Solano County Local Agency Formation Commission (LAFCO).

EXISTING LAND USES

RESIDENTIAL

Approximately 1,974 housing units are within the City of Rio Vista (ABAG, 1999). The majority of these are close to the downtown core. The recent development of Trilogy and Homecoming, however, has resulted in the construction of nearly 820 homes to the north and west that are separated from the rest of the City by large tracts of vacant land. While the Homecoming subdivision has recently reached buildout of its planned phases, Trilogy has been approved for 3000 additional homes, construction of which is ongoing. Annexations over the last decade have resulted in a capacity of approximately 8000 residential units on approximately 2200 acres north and south of Highway 12; development has not yet begun on several large parcels within this area. Residential development outside the incorporated boundaries but within the City's SOI is limited to a relatively small number of homes on large agricultural parcels. The Solano County General Plan identifies most of the area surrounding the City as Agricultural (40-acre minimum building sites).

COMMERCIAL

Commercial development in Rio Vista occurs primarily along Main Street between Fourth Street and the Sacramento River, along Front Street, and along Highway 12. The City's commerce traditionally has been conducted in the historic central business district (CBD) and has been focused primarily on local services, river-oriented services and, to a lesser extent, tourism.

Downtown Rio Vista remains the hub of activity in the community. City Hall, public safety offices, the senior center, the library, the post office, and private and public office uses are currently located there. Downtown Rio Vista presently includes about 70 business establishments. Several governmental agencies, including City Hall, and other community-based organizations maintain their offices in the downtown.

Highway 12 between Drouin Drive and the Rio Vista Bridge has developed primarily with highway commercial services. Fast food restaurants, gasoline stations, motels, grocery stores, and convenience retail have given this commercial area of the City a classic "strip" character. There is substantial underutilized space at prime locations within the area. The PG&E and Caltrans' vehicle and equipment maintenance yards comprise the major portion of this underutilized land.

The *Rio Vista General Plan Retail Market Analysis* (Economic & Planning Systems, 1998) indicated that about 75 acres of vacant, commercially designated land currently are available in Rio Vista. Approximately 55 acres (73 percent) of the commercial land are located at Highway 12 and Church Street; 6± acres are in the interior of the Trilogy project; an additional 8± acres are along the waterfront between Highway 12 and the downtown; and 6± acres lie along the commercial stretch of Highway 12.

INDUSTRIAL

Industrial uses in the vicinity of Rio Vista include both manufacturing and service companies. Approximately 567 acres within the city limits currently are zoned for industrial uses, including light industrial, general industrial, and warehousing. This amount includes 273 acres devoted to the Rio Vista Airport and its industrial park, as well as 160 acres set aside for a planned wastewater treatment plant. Most of the industrial development is situated north of Highway 12 in areas along the waterfront, at the Rio Vista Business Park, and along Airport Road.

The area north of Highway 12 along River Road and west to St. Francis Drive was the first area of industrial development. The development that began in the unincorporated county is now entirely within the city limits. Storage, industry, and service commercial dominate the area, with a range of uses from office to junkyards, a materials yards, gravel/sand quarries, and residential uses are mixed in near Airport Road. There are large partially developed or underutilized parcels in this area, particularly south of Airport Road.

Lands in the vicinity of Airport Road are the primary employment-generating areas in the planning area. Approximately 180 acres in this area include 100 acres of manufacturing (MG) north of Airport Road and east of Church Road, along with 80 acres south of Airport Road, north of Harris Road, and east of Church Road. Access to the area is possible from Airport Road, Church Road, and Harris Road.

On approximately 5-10 acres across Airport Road from Church Road (on the north side of the airport) trucking operations, storage, and some industrial uses are situated. This area of the City also has approximately 10 acres currently occupied by a pipe and gas well drilling materials yard on the east side of Church Road approximately 0.25 mile south of Airport Road. In addition, use of a small, 6-acre parcel on the edge of Gibbs Ranch is limited to service commercial and low-intensity industrial uses due to its proximity to the airport.

Rio Vista has converted its former municipal airport site of 14 acres to a publicly owned, privately leased industrial park. Currently, the site is partially developed with agriculture/processing, industrial, storage and service uses, and a concrete batch plant. An old airport hangar is being renovated to convert the hangar into a business incubator facility for startup businesses.

AIRPORT

Since the 1950s, Rio Vista has had a municipal airport. The former airport was relocated to a new facility that opened in 1992. New infrastructure and building sites for businesses recently have been added; therefore, the facility is both a public asset and an economic development opportunity, although it has not yet achieved fiscal self-sufficiency.

The Rio Vista Airport is located north of Airport Road and west of Church Road. The facility has a helipad and two runways, one 4,200 feet and the other 2,200 feet. The 10-year-old facility recently was upgraded with water, sewer, and additional utility improvements; an improved 12-acre business park; and a new office/administration building. Several "fixed base operators" (FBOs) are located onsite, including a mechanic. The City operates a fuel concession

at the site, as well as hangars of various sizes for rent. Approximately 50 aircraft are located at the site. A private company not related to airport operations recently occupied the new office building and one hangar building. The business park can accommodate up to 100,000 square feet of building development sites or "pads." With the major residential subdivision growth that is presently occurring, more hangar space is planned for corporate and business users who are either relocating or expanding their businesses in the Rio Vista area. In addition, the future Fire Station No. 2 will be located here.

RECREATION

The City of Rio Vista provides public recreational areas for its residents, including approximately 25 acres of parkland, a boat launch ramp, public fishing and docking facilities, a swimming pool, a baseball field, and play fields. The 10-acre Sandy Beach Regional Park is located in unincorporated Solano County immediately south of the City's wastewater treatment plant; the park contains a two-lane boat launch ramp, parking area, picnic tables, campsites, and a swimming beach available to the entire City.

Private recreational facilities include the Trilogy golf course that is accessible to the public and the Rio Vista Marina, a privately owned and operated marina facility on the Sacramento River south of the downtown area. The marina provides docking, boat storage, and related commercial services.

STUDY AREAS

For two key areas in Rio Vista studies have been repaired to determine their suitability for various kinds of development: (1) the downtown Waterfront, an underutilized area between Main Street and the Rio Vista Bridge; and (2) the former Army Reserve Base, which will be transferred to the City of Rio Vista through the Department of Defense. These areas provide unique opportunities for enhancement through development.

The 8-acre Waterfront area has been considered for comprehensive planning for economic development activities since the 1970s. This area is presently zoned as a "Study District" in which individual development projects are to be part of a larger, more comprehensive plan. The City has undertaken preparation of a Waterfront Plan that includes a conceptual design for the promenade/boardwalk and suggests areas for placement of commercial building envelopes.

A 28-acre former Army Reserve Base site lies on the bank of the Sacramento River just south of the Rio Vista city limits. A flat lower terrace contains most of the existing structures, while the upper terrace, about 15 feet higher and set back from the river, consists primarily of open areas. A range of potential uses has been explored in the *Rio Vista Army Base Reuse Plan* (Economic & Planning Systems, 1998) that was prepared in December 1998. The Plan envisions using the majority of the former Army Reserve site for public recreational uses, ranging from tennis and basketball courts to regulation soccer, softball and baseball fields, and a multi-purpose community center building. If developed as proposed, the facility would become a community-wide park facility.

HISTORICAL GROWTH TRENDS

As growth rates have increased in the region, the City has captured an increasing share of the growth. Nevertheless, Rio Vista remains a small, rural community relative to other Solano County cities.

RESIDENTIAL/POPULATION

According to the Association of Bay Area Governments' (ABAG's) *Projections 2000*, the City's population (within its SOI) increased between 1990 and 2000 by nearly 46 percent, from 3,496 to 5,100.

Coinciding with this growth, two large-scale residential subdivisions have been under construction over the last several years, with little or no lapse between each phase of construction. Trilogy (formerly known as Summerset), a senior housing project in the northwestern portion of the City, has resulted in the construction of 492 homes since 1996—with 2,500 to 3,000 units expected at buildout. This project also includes a nine-hole public golf course and clubhouse/restaurant. The second major residential development currently under construction is Homecoming, located between Church Road and the Rio Vista Business Park. This phased 294-unit project, which began in 1997, has recently completed construction of its final phase.

NONRESIDENTIAL/EMPLOYMENT

During the 1990s, Rio Vista has experienced new nonresidential growth including commercial, office and industrial development. ABAG projections reported that, between 1990 and 2000, the number of jobs within the Rio Vista planning — area grew from 1,850 to 1,980—representing a 7 percent increase in employment over the decade.

JOBS/HOUSING BALANCE

While the City currently maintains a healthy jobs/housing balance, with 0.9 job/employed resident and about 1.1 jobs/household, the ABAG projections show the community falling far short of an acceptable balance as growth occurs. It also should be noted that the Bay Area regional average currently is approximately 1.04 jobs per employed resident and 1.51 jobs per household.

BUILDOUT UNDER THE 1985 GENERAL PLAN

The *Rio Vista General Plan 1985*, and its associated amendments, allows a variety of dwelling types and residential densities. The current Land Use Diagram, shown in *Figure 4-1*, provides for a variety of land uses, including residential estates; low-, medium-, and high-density residential development; and commercial, industrial, recreational, and public uses.

Based on projections of housing demand in 1985, the City expected to add approximately 50 new dwelling units per year, adding approximately 500 dwelling units and 1,150 residents to the City through buildout of under the 1985 General Plan.

**Figure 4-1
CURRENT LAND USE DIAGRAM**



CITY OF RIO VISTA

LEGEND

PROPOSED	RESIDENTIAL
E	ESTATES
LDR	LOW DENSITY
MOR	MEDIUM DENSITY
HDP	HIGH DENSITY
C	COMMERCIAL/INDUSTRIAL
MS	COMMERCIAL
HC/LI	INDUSTRIAL
	HEAVY COMM/LT IND
	PUBLIC
ES	SCHOOLS
FS	FIRE STATION
CEN	CEMETARY
P	RECREATIONAL
OS	PARKS/OPEN SPACE
GC	GOLF COURSE
	CIRCULATION
	ARTERIAL ROADS
	MAJOR ROADS
	COLLECTOR ROADS
	FREEWAY
	1991 GPA PLANNING AREA



Scale 1" = 1/2 mi
0 500 1000 1500 2000

Prepared by MCA ENGINEERS San Francisco

SOURCE: Proposed Amendments to the 1985 Rio Vista General Plan. City of Rio Vista, April 1990.

Rio Vista General Plan 2001

However, the 1985 Plan also designated large unincorporated tracts of land in the vicinity of Rio Vista as areas appropriate for future annexation and development. By doing so, the City stated its intention to grow, but in a logical and orderly pattern of development. Its urban limit line solidified the City's decision to prevent Rio Vista from becoming a "bedroom" community for other nearby municipalities such as Antioch, Pittsburg, or Fairfield.

Subsequently, the City approved the 1991 General Plan Amendments (GPA), resulting in the annexation and change in land use designation/zoning of 2,509 additional acres. This action added the potential for construction of 6,450 housing units on 1,334 acres, commercial development of 135 acres, industrial development on 173 acres, and the remaining 837 acres to be devoted to public uses.

Buildout under the 1985 General Plan would allow the City's population to increase by as many as 19,440 persons as a result of residential development of the Esperson property (formerly known as Del Rio Hills), Trilogy and adjacent parcels (formerly known as Summerset and Marks Ranch), the Gibbs Ranch, the Waterfront, and other City lands. The majority of housing units approved as part of the GPA were in the low-density residential category, including 42 acres of Estate (1.0 units/acre); 1,179 acres of Low-Density Residential (4.3 units/acre); 96 acres of Medium-Density Residential (10 units/acre); and 17 acres of High-Density Residential (20 units/acre).

This annexation and redesignation/rezoning of lands within the City's SOI was approved with the intent to encourage economic activities and development, and to provide opportunities for local employment by providing affordable housing for employees, population support for local businesses, and sites for job-producing new industries.

It was the fact that the proposed plan was not approved by the City Council in 1964 as a result of opposition for future development. The City Council was divided in 1964 but in a later year, 1965, the City Council approved the plan. The City Council in 1965 approved the plan for the future development of the area. The City Council in 1965 approved the plan for the future development of the area.

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E. Outlook

The land use districts, definitions, and standards in this element identify the types of land uses proposed for the City and the level of intensity or density to which they can be developed. These designations, in conjunction with the Land Use Map, serve as a guide for the City's planned development pattern.

The Land Use element is intended to go a step beyond the identification of land uses and the rules and regulations for their development. Goals and policies related to community form address the more intangible aspects of how a City is developed and defined. Issues specific to the City's character and design, and the relationship between land uses and concepts, such as pedestrian mobility, multi-modal transportation, and mixed uses, are addressed in the Community Character & Design element of this General Plan.

The success in enacting a form and pattern of development that embraces the concepts articulated in this element and in the Community Character & Design element depends on implementation. The identified implementing actions include future specific plans/planned unit developments, community design guidelines, and development review.

GROWTH PROJECTIONS

The timing of Rio Vista's buildout under this General Plan will affect the City's land use inventory, infrastructure and resource needs, and service calculations. Estimates of projected growth vary from source to source, depending on the method and assumptions used. Under all scenarios, however, Rio Vista—along with the remainder of Solano County—is anticipated to remain attractive to both residential and nonresidential growth.

The General Plan does not specify a maximum growth rate. In general, growth rates mirror national economic trends, increasing during periods of economic expansion and slowing during economic downturns. Periods of rapid growth are frequently followed by slower periods.

RESIDENTIAL/POPULATION

For planning purposes, the City assumes that, based on economic conditions and available land use, growth rates between 1999 and 2020 will exceed those experienced between 1990 and 2000: As mentioned in the previous section, ABAG's growth projection for this period was approximately 46 percent. The growth rate assumption used to anticipate when buildout will occur under this General Plan is 5.8 percent. Although Rio Vista will experience significant growth over the next 20 years, it is not likely to experience buildout of its residential land use allocation due to the large amount of vacant land within the city limits.

NONRESIDENTIAL/EMPLOYMENT

Over the 20-year planning period, Solano County will have the largest percentage of jobs growth of any county in the Bay Area. Its location between the fast-growing Sacramento area and the northern portion of the Bay Area gives it a strong long-term economic development advantage. Over the entire forecast period, ABAG projects that Rio Vista will be among the

communities experiencing the most significant percentage of growth. However, between 1999 and 2020, the number of employed residents in the City is expected to grow at a faster pace than jobs, reinforcing the City's residential character.

JOBS/HOUSING BALANCE

The increase in current ratios of jobs per employed resident by 2020 is projected to be the same as the increase for Solano County as a whole. Rio Vista is expected to decline from a position that currently is healthier than the County's and about on par with the region, to a much less balanced position than either the County or the region. The numbers forecast for job growth in the region is not expected to significantly affect Rio Vista. A detailed discussion of the jobs/housing balance is included in the Economic Development element of this General Plan.

Policies in the Land Use element promote a reasonable jobs/housing balance. The desired balance depends on a number of factors, including commute distances, job income, housing prices, and desired land use inventories for economic development purposes.

Striving for an equal number of jobs and employed residents in an area is a worthwhile objective, although it does not necessarily ensure that a jobs/housing balance will be achieved. Planning the relationship between jobs and housing is not only a mathematical exercise but also requires a quantitative and qualitative analysis of commute behavior, employment opportunities by occupation and wage, housing needs and income type, and the rate of both jobs and housing growth.

In addition, the relationship between jobs and housing must be considered in a regional context. In the Housing element of this General Plan, the intent for land use within the city limits is reinforced by policies that will assist in achieving a jobs/housing balance. The economic development policies contained in the Economic Development element also direct land uses to be developed in a balance between jobs and housing to ensure a healthy local economy.

AREAS OF LAND USE CHANGE

With the City's approval of the 1991 General Plan Amendments to the *Rio Vista General Plan 1985*, and subsequent development agreements on those annexed lands, residential densities and non-residential development intensities are expected to remain largely unchanged during the time frame of this General Plan. Consequently, the changes proposed in this Land Use element do not anticipate significant changes in population increases or employment projections. The changes proposed for the element focus on a new configuration of land use districts (i.e., land use designations) rather than any significant change in, or reallocation of, allowable land uses.

What is expected to change as a result of this General Plan update is the integration of various land use types within a single district. The Neighborhood Core and Neighborhood Service/Mixed Use districts proposed with this element are intended to allow and, in fact, encourage flexibility in community design so as to foster the City's desire for traditional neighborhood character and facilitate a more pedestrian-friendly living environment.

Within the range of proposed land use districts of this General Plan are all the land use designations of its predecessor. Allocation of land uses, including Estate Residential; Low-, Medium-, and High-Density Residential; Commercial; Industrial; Recreational; and Public Land uses are allocated in generally the same proportion as in the previous General Plan. These uses may, however, be distributed among more than one land use district where residential units and compatible, job-generating uses are expected to develop in proximity to one another.

Due to the flexibility of land use mixes and ranges of density and intensity within various districts, this Land Use element does not (and cannot) compare quantitatively the buildout scenarios under the old General Plan with the proposed Plan. It is not anticipated, however, that this updated General Plan will result in a significant reallocation of the various land use types when compared with the 1985 Plan and its 1991 amendments.

PLANNING AREA

The land use policies of the General Plan focus on the City's Planning Area, as defined in the Planning Constraints & Boundaries element. Rio Vista's planning area and sub-planning areas are shown in *Figure 4-2*. The sub-planning areas are described below.

SUB-PLANNING AREAS

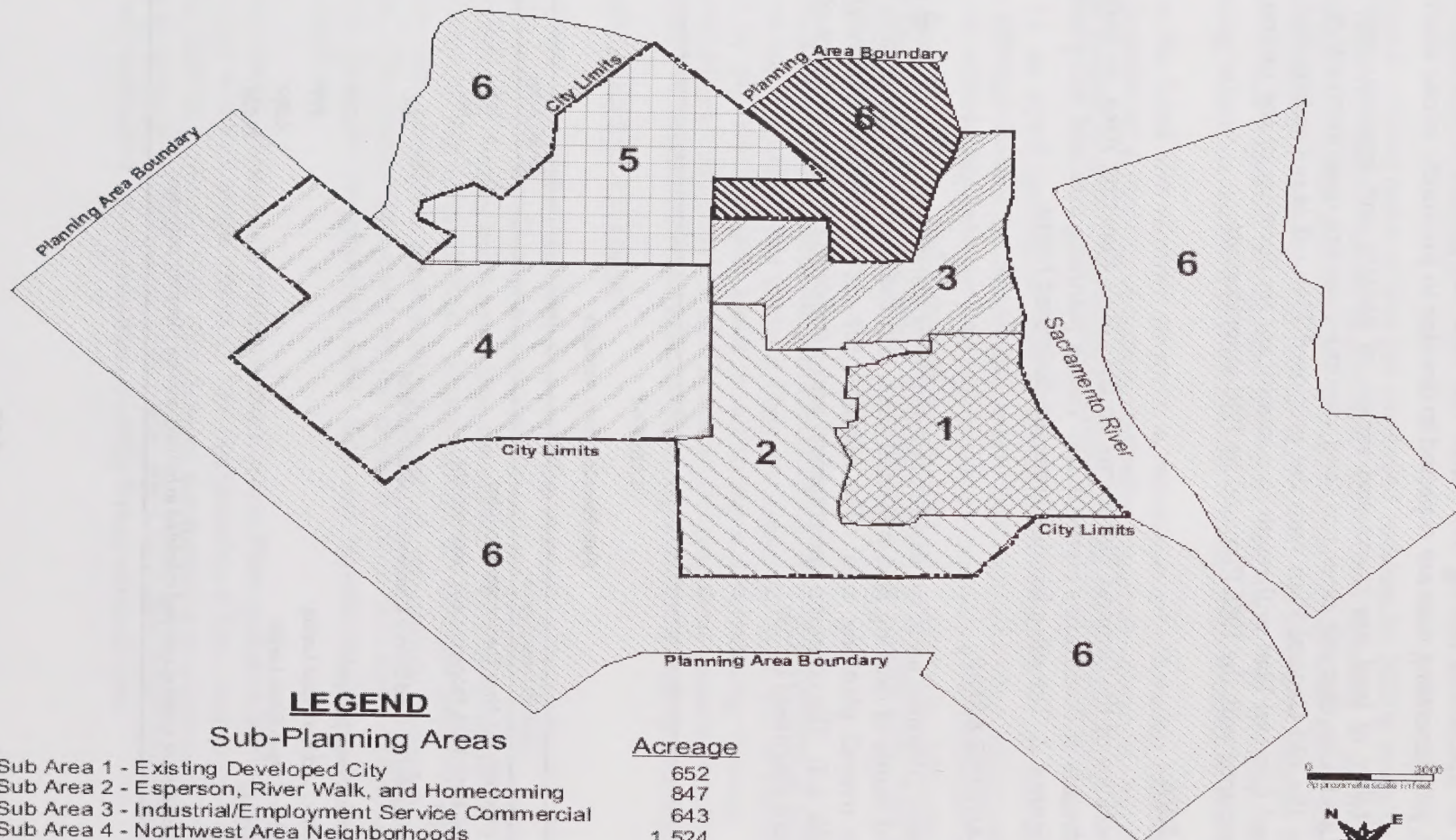
Within the overall planning area, six distinct sub-planning areas were derived from examining the location and range of existing and potential uses, and the unique characteristics of various portions of the overall planning area. The acreages for each of the sub-planning areas are included in *Table 4-1*. The common geographical and development characteristics of each sub-planning area are discussed below.

TABLE 4-1
Sub-Planning Area Acreages

Sub-Planning Area	Gross Acres
1. Existing Developed City Near The Sacramento River	652
2. Esperson and River Walk Properties and Homecoming Neighborhood	847
3. Industrial/Employment and Service Commercial Lands North of Highway 12	643
4. Northwest Area Neighborhoods	1,524
5. Airport, Public, and Restricted Lands	787
6. Agricultural and Open Space Lands	6,802
Total Planning Area	11,255

Note: These acreages are approximate and intended to be used only for planning purposes.

**Figure 4-2
RIO VISTA GENERAL PLAN AREA**



LEGEND

Sub-Planning Areas

	<u>Acreage</u>
Sub Area 1 - Existing Developed City	652
Sub Area 2 - Esperson, River Walk, and Homecoming	847
Sub Area 3 - Industrial/Employment Service Commercial	643
Sub Area 4 - Northwest Area Neighborhoods	1,524
Sub Area 5 - Airport, Public and Restricted Lands	787
Sub Area 6 - Agricultural/Open Space	6,802
Total	11,255

0 2000
Approximate scale in feet



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SUB-PLANNING AREA 1 – EXISTING DEVELOPED CITY NEAR THE SACRAMENTO RIVER

Sub-Planning Area 1 is comprised of the existing developed city near the Sacramento River, including the highway commercial development alongside Highway 12, the historic downtown, prewar and postwar residential neighborhoods developed prior to 1990, various infill sites, and the still-developing industrial and service commercial lands near the river that are north of Highway 12.

SUB-PLANNING AREA 2—ESPERSON PROPERTY, RIVER WALK, AND HOMECOMING NEIGHBORHOOD

Sub-Planning Area 2 is formed by the proposed Esperson and River Walk master plan project sites and the existing Homecoming single-family residential subdivision. Homecoming consists of 290 single-family homes in moderate price ranges; the subdivision is expected to be complete by late 2001. The 500± acres south of Highway 12 are owned by the Esperson family; 230± acres north of Highway 12 that abut the Homecoming subdivision are referred to as River Walk and owned by the A. D. Seeno Development Company (SEECON). Conceptual plans that would be suitable for this Sub-Planning Area and consistent with the goals and policies of the General Plan are included in *Appendix 4-1* at the end of this chapter.

SUB-PLANNING AREA 3—INDUSTRIAL/EMPLOYMENT AND SERVICE COMMERCIAL LANDS NORTH OF HIGHWAY 12

Sub-Planning Area 3 consists of the newly developing industrial and employment lands located alongside Airport Road west of the river. Existing and anticipated uses are primarily industrial/employment, service commercial and warehousing, and related business uses. The lands south of Airport Road and west of St. Francis Road include the former airport business park site and other City-owned lands. North of Airport Road along River Road, the existing land use mix is predominantly storage, salvage, and some industrial/employment uses.

SUB-PLANNING AREA 4— NORTHWEST AREA NEIGHBORHOODS

The large parcels (Marks, Gibbs, and Brann Ranches) that constitute the majority of the future residential and commercial growth extend from Church Road westerly to the city limits and north of Highway 12. This area contains several specific plan areas under previously adopted development agreements, including the Trilogy (formerly Summerset) planned development, Gibbs Ranch, and Brann Ranch. The Trilogy senior housing project is the only one of the three developments that has begun construction and made substantial progress. In addition to residential, the anticipated mix of uses includes neighborhood retail, commercial, service commercial, and limited industrial/employment uses.

SUB-PLANNING AREA 5— AIRPORT, PUBLIC, AND RESTRICTED LANDS

Sub-Planning Area 5 contains the new municipal airport (Baumann Field) and a large area owned by the City and restricted to predominantly open space, agricultural, and natural habitat uses under the jurisdiction of the Delta Protection Commission (DPC), a State agency. The DPC's jurisdiction includes all of the lands north of Airport Road. State law requires the City's General Plan policies to be consistent with the DPC's policies in these areas; however, lands

previously annexed and zoned for urban uses or projects for which an EIR was certified prior to 1993 are allowed. This exception includes the airport, the proposed Northwest Waste Water Treatment Plant (NWWTP), and the industrial/employment uses in Sub-Planning Area 3. The DPC's jurisdictional boundary is shown on the map in *Figure 4-3*. The DPC is further discussed in Chapter 3, "Planning Constraints & Boundaries"; the NWWTP is discussed in Chapter 12, "Public Facilities & Services."

SUB-AREA 6—AGRICULTURAL AND OPEN SPACE LANDS

Sub-Planning Area 6 is comprised of large tracts of agricultural and open space lands beyond the city limits and within the unincorporated boundaries of Solano and Sacramento Counties. These lands constitute the balance of the planning area and are expected to remain in non-urban, predominantly agricultural uses throughout the time period covered by the Rio Vista General Plan 2001.

LAND USE DISTRICTS

The General Plan designates nine land use "districts" (often referred to in general plans as "land use designations") within the Rio Vista planning area. Several of these districts have two or more designated subcategories. *Figure 4-3* represents the overall Land Use Map, graphically portraying the location and boundaries of each land use district; *Figure 4-4* illustrates the detailed subcategories of land use that make up the Existing City Districts.

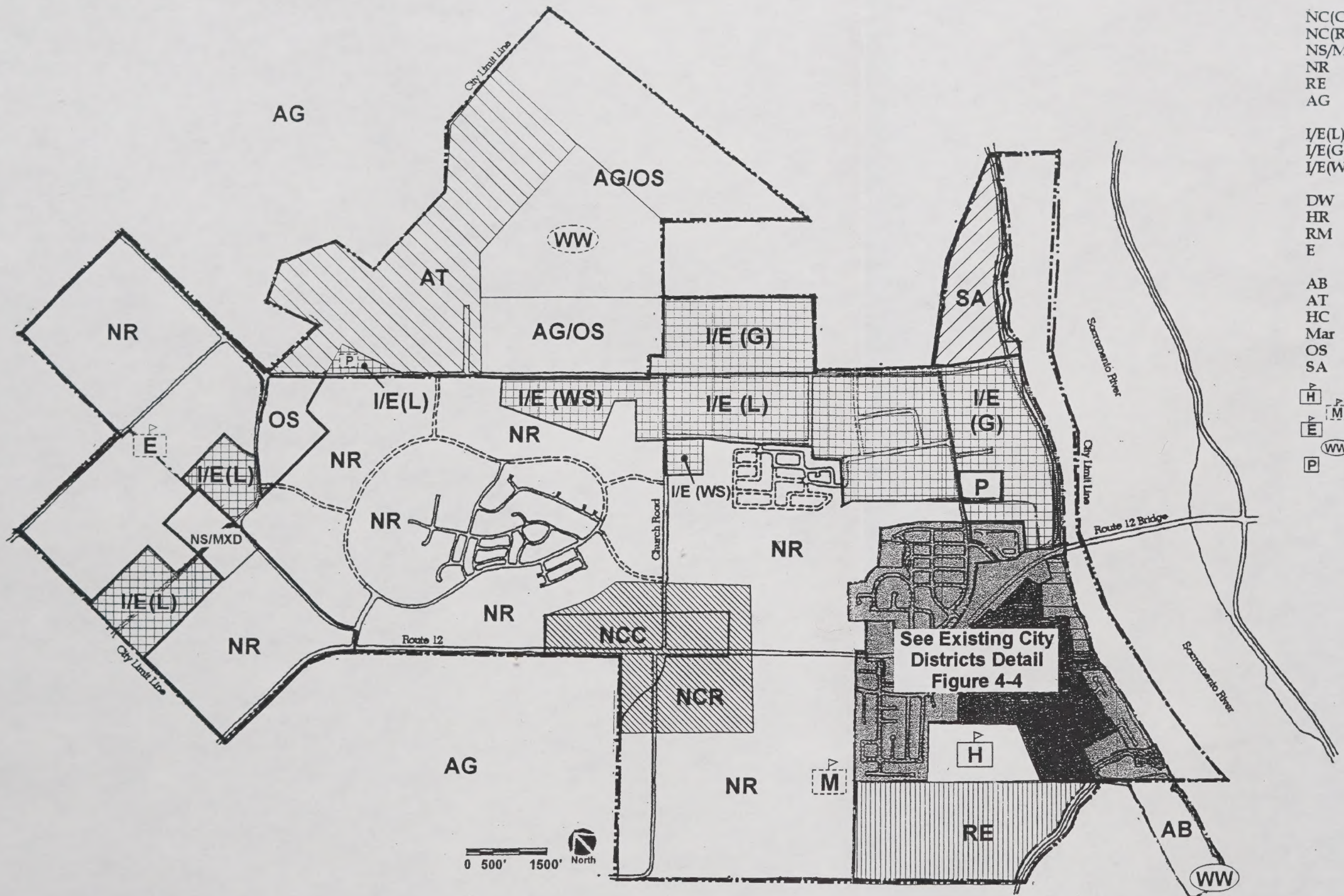
Table 4-2 provides a breakdown of the land use districts and their subcategories within the overall planning area. The table provides corresponding acreages (gross acres) for each district and subcategory, along with the percentage of the total planning area that each land use district represents. These figures should be considered approximations, to be used in estimating the amount of development that could conceivably occur on all parcels less roadways, easements, and other encumbrances. The exact number of "built" or net acres for undeveloped land cannot be accurately determined until project-specific plans have been approved.

The mix of land use over time is expected to change, with residential uses becoming a greater percentage of all land uses. As a result, Rio Vista is likely to have a larger amount of residents in proportion to its employment and service uses than currently exists.

LAND USE DISTRICT DESCRIPTIONS AND FEATURES

The land use districts described in *Tables 4-3* through *4-10* correspond to those shown in *Figures 4-3* and *4-4*, which together constitute the Land Use Map. Descriptions, design characteristics, and performance standards have been developed for these land use districts to ensure compatibility between land uses or categories of uses as projects are developed. *Figures 4-5* through *4-7* provide a graphic representation of the City's intent for the Neighborhood Core and Neighborhood Service/Mixed Use districts, respectively. (Note: *Public Facilities* is the only land use district that is not reflected in these tables—the design guidelines and performance standards vary widely with each type of public facility, and are often dictated by State and/or federal requirements).

Figure 4-3
LAND USE MAP



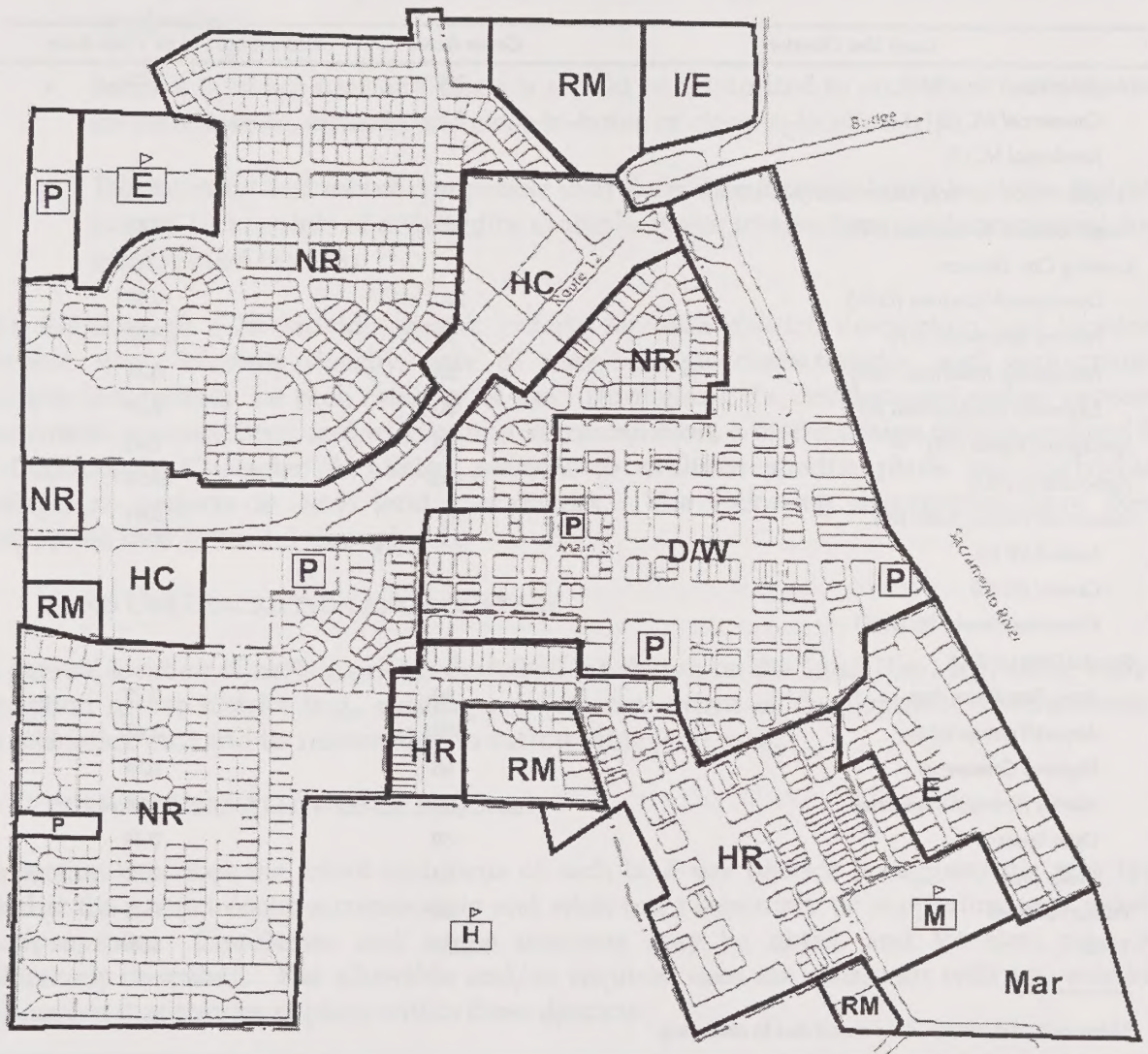
LAND USE DISTRICTS

NC(C)	NEIGHBORHOOD CORE DISTRICT
NC(R)	Commercial
NS/MXD	Residential
NR	NEIGHBORHOOD SERVICE/Mixed Use
RE	NEIGHBORHOOD RESIDENTIAL
AG	RESIDENTIAL ESTATE
	AGRICULTURAL
I/E(L)	INDUSTRIAL / EMPLOYMENT DISTRICT
I/E(G)	Limited
I/E(WS)	General
	Warehouse / Service
DW	EXISTING CITY DISTRICT ¹
HR	Downtown / Waterfront (Figure LU-4)
RM	Historic Residential
E	Multifamily Residential
	Edgewater Neighborhood
AB	SPECIAL DISTRICT
AT	Army Base Reuse Plan
HC	Airport / Transportation
Mar	Highway Commercial
OS	Marina (Private / Commercial)
SA	Open Space
	Study Area
H	PUBLIC FACILITIES ²
M	High School
E	Middle School
WW	Elementary School
P	Wastewater Treatment Plant
	Park, Public Safety / Other

NOTES

1. The map of the Existing City Districts (Figure 4-4) includes some of the above land use districts, as well as those listed below.
2. Specific sites for facilities to be constructed in the future are not currently known. Public facilities symbols on the map for future facilities are intended to convey identified need within a general area, not a specific site. Existing facilities are shown in their approximate current locations.

Figure 4-4
EXISTING CITY DISTRICTS



Not to Scale

LEGEND

See Figure 4-3

Rio Vista General Plan 2001

TABLE 4-2

**Rio Vista General Plan Area
Land Use Allocation By District**

Land Use District	Gross Acres	Percentage (%) of Total Area
Neighborhood Core (NC)	200	1.77
<i>Commercial NC (C)</i>		
<i>Residential NC (R)</i>		
Neighborhood Service/Mixed Use (NS/MXD)	30	0.25
Neighborhood Residential (NR)	2,100	18.65
Existing City Districts		
<i>Downtown/Waterfront (D/W)</i>	110	0.98
<i>Historic Residential (HR)</i>	90	0.80
<i>Multifamily Residential (RM)</i>	35	0.31
<i>Edgewater Neighborhood (E)</i>	30	0.27
Residential Estate (RE)	150	1.33
Agricultural (AG)	7,350	65.30
Industrial/Employment (IE)	567	5.04
<i>Limited I/E (L)</i>		
<i>General I/E (G)</i>		
<i>Warehouse/Service I/E (W/S)</i>		
Special District (SD)		
<i>Army Base Reuse Area</i>	30	0.27
<i>Airport/Transportation</i>	300	2.67
<i>Highway Commercial</i>	60	0.54
<i>Marina (Private/Commercial)</i>	20	0.18
<i>Open Space</i>	50	0.44
<i>Study Area</i>	83	0.74
Public Facilities	50	0.44
Total	11,255	100^a

^a May not total exactly 100 percent due to rounding.

The following general guidelines will be applied to all districts:

- Intensity, compatibility, and potential for conflicts should be the appropriate measures of compatibility, not simply the type of use or density.
- The potential for positive interaction and support between uses should be emphasized.
- Barriers between uses and districts should be minimized to encourage non-auto use for convenience, errands, and close-to-home or close-to-location trips.
- The intensity and mix of compatible uses should be increased near locations that are natural focal points of activity (for example, major intersections, and commercial and employment centers).

Tables 4-3 through 4-10 provide specific criteria for each district: description and location, allowable uses, intensity/density, mix of uses, design characteristics and performance standards are outlined for each category of use. Throughout the development review process, these criteria are consistent, and will be used in combination, with the design criteria outlined in the Community Character & Design element to evaluate specific plans and individual development projects in each land use district. The following descriptions have been incorporated into *Tables 4-3 through 4-10*.

LAND USE DESCRIPTION AND LOCATION

The general location of each district is described (as shown on the Land Use Map) along with a description of the district (e.g., existing entitlements, extent of development, environmental characteristics, etc.) and its relationship to surrounding land uses.

PURPOSE/USES ALLOWED OR REQUIRED

This section describes the intent and focus of each land use district; it suggests the principal uses that the district could accommodate and what complementary or supporting uses would be appropriate. Circulation and access concerns may be noted, and lot sizes may be qualitatively described. The allowable and/or required uses are consistent with any existing entitlements that may be in place within these districts.

MIX OF USES

Land uses or types of activities are typically grouped according to their common functional requirements. Rio Vista's Land Use element assigns several districts a percentage range, as to distribution of various land use types, in order to achieve the proper balance of land uses that will maximize ease of mobility and efficiency within neighborhoods, and will minimize potential environmental impacts of land development. This mixed-use approach is intended to provide flexibility in performance and design rather than mandate a prescriptive zoning-type approach. Among the types of land uses that may be considered in the mix are:

- Residential
- Local-serving commercial/office/retail/personal services
- Community and regional-serving commercial/retail and employment
- Highway-oriented commercial/retail
- Recreation/resort/hospitality commercial
- Basic industrial and employment, business service
- Warehousing, storage
- Auto, truck, and marine service; industrial service; salvage
- Agriculture, agricultural support services
- Open space, public recreation
- Public, institutional, educational

PERFORMANCE STANDARDS AND MEASURES OF DENSITY/INTENSITY

Residential Density

The following terms relate to residential density:

- **Dwelling units per acre (du/ac).** The number of homes, apartments, condominium units, or other types of living unit on an acre of land. Most references for General Plan purposes are *gross* density, or the number of units on all residential land area within the project or district, including streets, parks, and other open space.
- **Net density.** The number of units per acre after deducting the area set aside for public streets, parks, easements, and nonresidential land uses from the overall site.
- **Base density.** The base is an average density that each development project is expected to achieve. Each district has a base density range within which the overall average for the project is expected to fall.
- **Site density.** The density of a type of housing on a particular site or lot within a development project.

Nonresidential Intensity

The following terms describe nonresidential intensity:

- **Floor Area Ratio (FAR).** The FAR is expressed in a percentage or decimal; this measure indicates the amount of building floor area on a parcel of land or area. The higher the FAR, the greater the range of activities possible and the more likely that multiple shopping tasks or errands will be accomplished with one auto trip ("park once").

A typical single-story suburban shopping center has a FAR of 0.2-0.25, or 20-25 percent of the total site. A 10-acre parcel (435,600 sq. ft.) would yield about 80,000-100,000 sq. ft. of commercial space.

A small downtown shopping district may have FARs on individual parcels as high as 2.0, or 200 percent of the site area, since parking is often in public lots or onstreet and most of the parcel is covered by two or more floors of building.

Net, Base, and Site Intensities. These definitions are the same as for residential, except that the intensity measure is floor area ratio for nonresidential development, rather than dwellings per acre.

Performance Standards for Residential or Nonresidential Density/Intensity

Each district has a range of acceptable densities and intensities for individual sites, with which each development project is expected to comply. A *base* or average density also is required for the entire project. The base is a minimum standard, which is expected to be reached or exceeded.

Example: A residential development of 10 acres is proposed in the Neighborhood Residential District (NR). The NR density standards are a range of 1.0 to 7.5 du/gross acre and a base average of 5 du/acre. The project might consist of fifty 5,000–6,000 sq. ft. lots, for an average of 5.0 du/acre, the base for the project. The site also might be developed with 2 acres of townhomes with 20 units (10 du/acre) on the townhome site, with the remaining 8 acres developed in 30 larger lots averaging 3 du/acre, for an overall project average of 5/acre. Or, the project may be developed in any combination of larger or smaller lots or even apartments, so long as the base average of 5.0 is achieved for the project and any portion or site within the project is not developed at less than 1.0 du/acre or more than 20 du/acre.

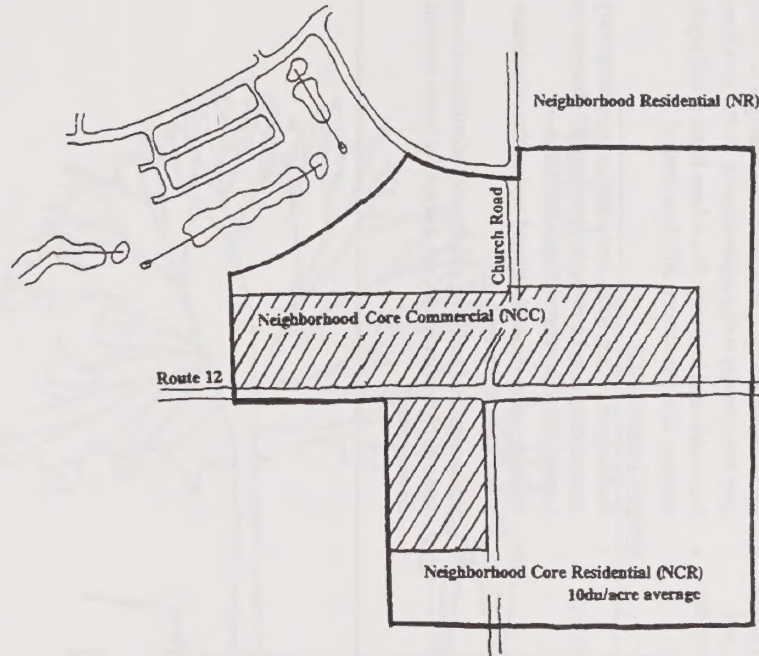
Design Characteristics

This category establishes design characteristics for site layout, building location, architectural character, amenities, parking, pedestrian connections, bicycle and/or transit capability, loading and service ability, buffering, interface of potentially incompatible uses, mass, scale, and character of surroundings.

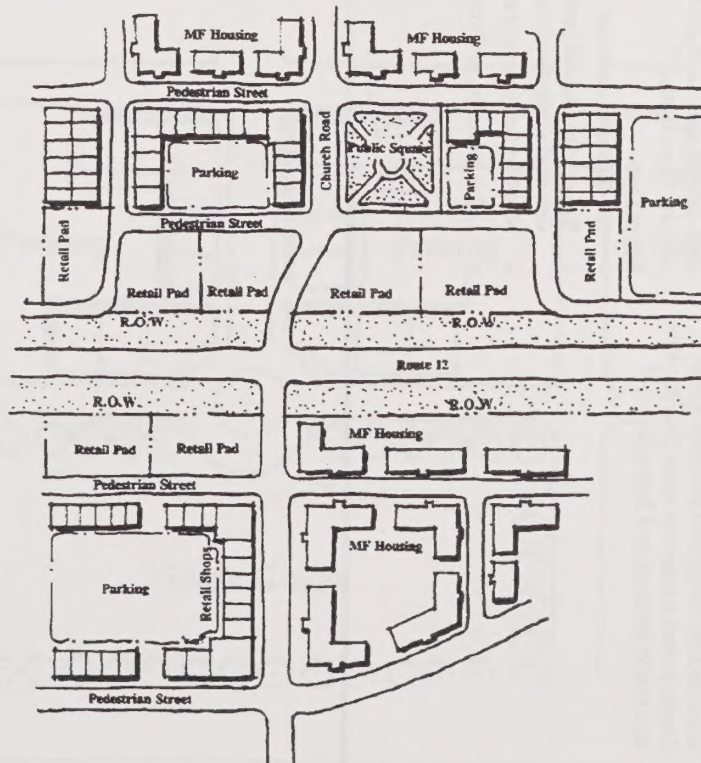
Table 4-3
Neighborhood Core (NC) District

Land Use Description and Location	Allowable Uses	Performance Standards and Design Characteristics
Centered on Church Road/Highway 12 intersection – generally 1,500 feet± in each direction from the intersection, except for existing golf course and approved streets in Trilogy. Includes approximately 50 acres of commercially zoned land under development agreement and the 1990 General Plan amendments. The majority of land is on three quadrants around the intersection (NW, NE, SE) and small area on the SW quadrant, within the Del Rio Hills area.	Mixed-use district intended to accommodate community- and regional-serving commercial needs, support designated transit facilities, and encourage non-auto travel and single auto access (“park-once”) for multiple purposes. Complementary and supporting uses include medium- to high-density residential, neighborhood, and local-serving businesses and employment uses (office-related); personal and business services; and public and institutional uses (e.g., community center, park, church). Requires auto access from Highway 12 and provides a focus for public transportation. Highway-oriented uses are not allowed as the primary or predominant use; auto sales and other large highway-oriented uses belong in the Highway Commercial district east of Drouin Drive. <u>Mix of Use</u> • 20–50% nonresidential • Range of residential (multifamily, attached and detached single-family units) • Between 25% and 50% of the residential units developed shall be multifamily residential. • Neighborhood-, community-, and regional-serving retail • Office, personal, and business services	<u>Performance Standards/Density/Intensity</u> Residential density: 5–20 dwelling units per acre (du/ac) on site; base 10 du/ac (minimum), 15 du/ac (maximum) • Nonresidential intensity: Floor Area Ratio (FAR) 20–80% on site minimum; base 30% (minimum), 50% maximum <u>Design Characteristics</u> • One- or two-story buildings • Building entries and pedestrian orientation to Church Road and adjacent local streets • Vehicle and pedestrian access to/from Church Road, adjacent residential • Church Road has “Main Street” character • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street • Uses separated by street frontage, not rear yard walls or other access barriers • Direct pedestrian connection to adjacent streets; parking generally to side and rear; minimize direct parking and service areas adjacent to residential; buffer as necessary

**Figure 4-5
NEIGHBORHOOD CORE DISTRICT**



**Figure 4-6
EXAMPLE NEIGHBORHOOD CORE DEVELOPMENT**



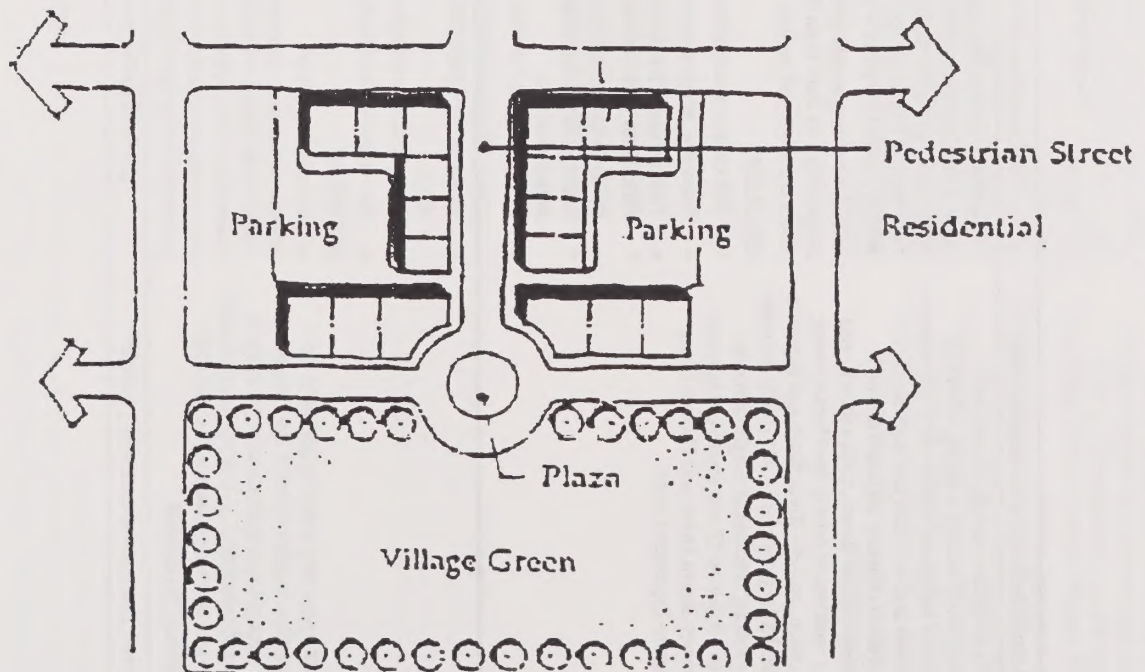
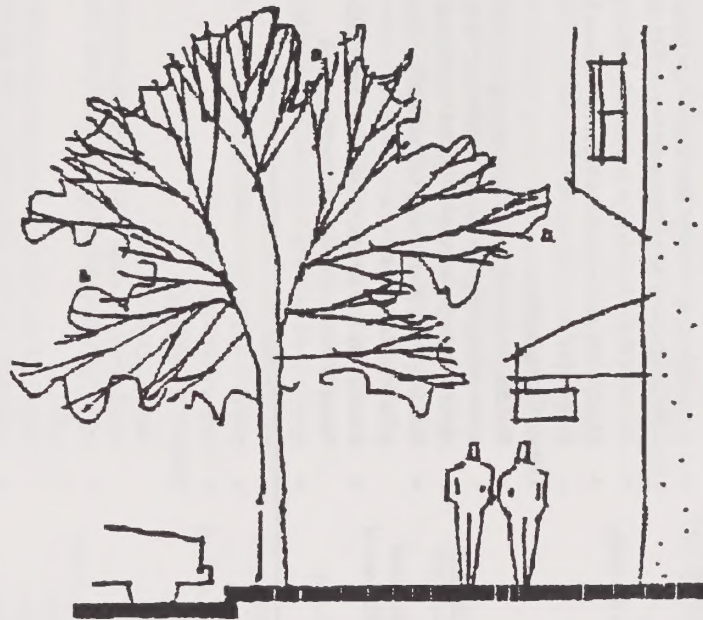
Rio Vista General Plan 2001

TABLE 4-4

Neighborhood Service/Mixed Use (NS/MXD) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
Centered on the Liberty Island Road/Canright Road intersection—generally 1,000 feet in each direction. Includes existing residential and commercially designated property within Development Agreement areas (Brann, Gibbs, and Marks Ranches, and Trilogy).	<u>Purpose</u> Similar in concept to the Neighborhood Core District but intended to accommodate neighborhood- and local-serving uses. Land area and intensities are less than the Town Center. <u>Mix of Uses</u> • 10–50% nonresidential • Range of residential (multifamily, attached and detached single-family units) • Neighborhood-serving retail • Office, personal, and business services	<u>Performance Standards/Density/Intensity</u> • Residential density: 5 to 20 dwelling units per acre (du/ac) on site; base density 6 du/ac(minimum), 20 du/acre (maximum) • Nonresidential intensity: Floor Area Ratio (FAR) up to 60% on sitebase 20% (minimum, 30% (maximum) <u>Design Characteristics</u> • Building character, scale, and massing complementary to surrounding neighborhoods; “residential” character to be carried through nonresidential buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Site design and building placement/orientation characteristics same as Neighborhood Core, except for lower intensity of development

Figure 4-7
NEIGHBORHOOD SERVICE/MIXED USE DISTRICT



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TABLE 4-5

Neighborhood Residential (NR) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
Low- to medium- density residential neighborhoods within walking or biking distance of neighborhood centers, convenience businesses and services, and industrial/employment districts. Includes entitled properties (Brann Ranch, Gibbs Ranch, and Trilogy residential areas), the Homecoming subdivision, and the River Walk and Esperson (Del Rio Hills) properties. Also includes most of the existing residential neighborhoods north of Highway 12 and south of Highway 12 between Sierra Drive and Drouin Drive frontage to Esperson Court.	Primary residential land use category. Allows for some mix of uses compatible with predominantly single-family neighborhood. Lot sizes and widths may vary as long as average densities/sizes are kept within a relatively narrow range. Includes existing single-family residential neighborhoods built from World War II to the 1990s under conventional zoning. <u>Mix of Uses</u> • 10% or less nonresidential • Primarily single-family residential • Limited neighborhood-serving retail, limited office, and personal services • Parks, schools, church, and other institutional uses subject to traffic and parking limitations of adjacent streets	<u>Performance Standards/Density/Intensity</u> • Residential density: Project Base Density Range: 5 du/ac (minimum) to 7.5 du/ac (maximum); 1.0 to 16 du/ac on site; • Nonresidential intensity: Base Floor Area Ratio (FAR) Range: 20% (minimum), 30% (maximum) up to 50% on site; • No more than 16 units or 4 multifamily buildings per site • Multifamily and nonresidential sites 1 acre or less, located on intersection <u>Design Characteristics</u> • Building character, scale, and massing complementary to surrounding neighborhoods; "residential" character to be carried through nonresidential and multifamily buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street

TABLE 4-6
Existing City Districts

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Downtown/Waterfront</u> The downtown and riverfront of Rio Vista, within approximately 1/4 to 1/2 mile of Main Street. This historic district includes most of the medium- to high- density districts north of Bruning Drive and south of Highway 12.	Preservation and strengthening of original downtown and historic community. Allows community- and regional- serving activities; commercial, public, employment, and higher density residential. Remains the community's civic and commercial focus. <u>Mix of Uses</u> • 60–80% nonresidential • Existing single-family developed lots of varying sizes • Range of residential (multifamily, attached and detached single-family) • Neighborhood-, community-, and regional-serving retail • Office, financial, medical, personal, and business services; limited industrial • Governmental centers (City Hall, Post Office), public and civic uses, riverfront open space	<u>Density/Intensity</u> • Residential density: Project Base Density Range: 10 du/ac (minimum) to 30 du/ac (maximum); 8 to 40.0 du/ac on site; • Nonresidential intensity: Project Base Floor Area Ratio (FAR) Range 0.6 (60%) (minimum), 2.0 (maximum) 0.4 (40%) to 2.0 on site; <u>Design Characteristics</u> • One- to four-story buildings • Building entries and pedestrian orientation to Main Street and adjacent local streets • Most parking on street and in rear of buildings; some in public or private lots • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street • Uses separated by street or alley frontage, not walls or other access barriers • Direct pedestrian connection to adjacent streets; parking generally to side and rear; minimize direct parking and service areas adjacent to residential; buffer as necessary • Architecture and streetscape reflect historic character and scale
<u>Historic Residential</u> Areas within the “old town” residential neighborhoods developed between the 1890s and World War II. Generally south of California Street to Beach Road, east of lots fronting on Seventh Street and the high school, west of the Edgewater Neighborhood district and Delta Marina. Existing zoning—a mix of single-family, R-2 (duplex) and R-3 (multifamily). A large number of R-1-zoned lots contain accessory units, or duplexes and multiple family buildings that do not conform to post - World War II zoning categories.	<u>Purpose</u> Retain and further emphasize the existing character of the historic downtown residential area. A strong emphasis will be placed creative infill development with primarily residential uses that will enhance rather than detract from the unique historic feel that contributes significantly to the City's small-town character. <u>Mix of Uses</u> The district would retain the predominance of historic single-family homes while allowing multiple- family structures and accessory apartments.	<u>Density/Intensity</u> • Residential density: Base density range; 5 du/ac (minimum), 20 du/ac (maximum) 3 to 30 du/ac on site (average for district?) • Nonresidential intensity: Floor Area Ratio (FAR) 20–50% on site; minimum 30% average (for district?) • No more than 16 units or 4 multifamily buildings per site • Multifamily and nonresidential sites 1 acre or less, located on intersection

(continued on next page)

TABLE 4-6 (continued)

Existing City Districts

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Historic Residential</u>		<i>(continued from previous page)</i>
		<u>Design Characteristics</u>
		• Historic architectural features • Flexible setbacks that reflect historic building practices • Building character, scale, and massing complementary to surrounding neighborhoods; "residential" character to be carried through nonresidential and multifamily buildings • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street.
<u>Multifamily Residential</u>	<u>Purpose</u>	<u>Density/Intensity</u>
Includes multifamily "complexes" built adjacent to Drouin Drive and St. Joseph's Street from 1960 to 1990, also includes mobile home parks.	Provide a range of attractive, affordable housing options within the multi-family residential districts.	• Typical high densities (15 – 25 du/ac)
	<u>Mix of Uses</u>	<u>Design Characteristics</u>
	Multifamily units; allow for one- and two-story "garden" apartments and mobile home parks with multiple units.	• Building character, scale, and massing complementary to surrounding neighborhoods; "residential" character to be carried through multifamily buildings. • Design and construction of multifamily units to resemble single-family units, where possible. • Building entry (front door) and pedestrian orientation to adjacent local streets • Multifamily and attached residential have vehicle access from rear, pedestrian access from frontage street.
<u>Edgewater Neighborhood</u>	Low-density single-family residential neighborhood; setbacks, lot sizes, and coverage consistent with original subdivision lots.	<u>Density/Intensity</u>
Custom-lot subdivision adjacent to Edgewater Drive, between the riverfront and Highland Drive.	<u>Mix of Uses</u>	<u>Design Characteristics</u>

Single-family residential uses only.

None required.

TABLE 4-7
Industrial/Employment (I/E) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
Industrial/Employment (Limited) Existing Rio Vista Business Park and L-I industrial-zoned lands west of St. Francis Way to Church Road.	Uses are intended to generate employment—intensive industrial, service, research & development, and manufacturing from previously prepared materials (assembly or value-added industry). <u>Mix of Uses</u> - No residential uses except caretaker's residence - Neighborhood- or business- serving retail - Office, personal, and business services - Limited auto and truck services - Warehouse, storage allowed but should not be primary use – minimum employment performance standard must be met for all uses	<u>Design Characteristics</u> - Architectural interest - Landscaping - Large vehicle accessibility - Pedestrian facilities to increase pedestrian mobility and accessibility - One- or two-story buildings <u>Performance Standards</u> <u>Density/Intensity:</u> Base Floor area ratio (FAR) Range 20 (minimum) – 50% (maximum); up to 1.0 on site - Minimum of 1 employee per 1,500 sq. ft. of building; 1/1,000 sq. ft. average (10/acre) for the district - Low potential for off-site impacts or such impacts able to be fully mitigated (external noise, odors, toxics, and flammables)
Industrial/Employment (General) Existing manufacturing-zoned lands west of River Road to St. Francis Rd. and north of Airport Road east of Church Road.	Uses are intended to generate employment with intensive industrial, service, research and development, and manufacturing from natural resources (raw materials), extraction, outdoor storage <u>Mix of Uses</u> Same as I/E Limited, plus: basic manufacturing, storage, more intensive service uses, industrial support uses	<u>Design Characteristics</u> - Architectural interest - Landscaping - Large vehicle accessibility - Pedestrian facilities to increase pedestrian mobility and accessibility - One- to four-story buildings <u>Performance Standards</u> <u>Density/Intensity</u> Base Floor area ratio (FAR) 20% – 80%; up to 1.0 on site - Minimum of 1 employee per 1,500 sq. ft. of building; 1/1,000 sq. ft. average for the district Moderate potential for off-site impacts

TABLE 4-7 (continued)

Industrial/Employment (I/E) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Industrial/Employment (Warehouse/Service)</u>	A smaller portion of Industrial/Employment is designated for Warehouse/Service than for Limited or General since this type of use does not generate as high ratio of a jobs/acre or jobs/square foot. <u>Mix of Uses</u>	<u>Performance Standards</u> <u>Density/Intensity (Same as Limited Industrial)</u> <u>Design Characteristics (Same as Limited Industrial)</u>

TABLE 4-8

Residential Estate (RE) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
Areas within city limits where environmentally sensitive resources and other physical limitations make development at urban densities difficult or inappropriate—south of the water tower and east to Montezuma Hills Road, portions of Montezuma Hills to the Sacramento River.	Large lot or “estate” residential at very low densities; allows for “clustering” to preserve environmental resources or large lot rural uses; limited usage except in specific locations where moderate or higher intensity uses not feasible or too destructive to natural resources. <u>Mix of Uses</u> • Single-family residential • Limited agricultural uses • Open space, parks Public, institutional uses (community buildings, churches)	<u>Density/Intensity</u> • 0.1 to 1 dwelling unit per acre (du/ac) residential <u>Design Characteristics</u> ▪ General residential design criteria to be developed under zoning ordinance revisions <u>Performance Standards</u> • 40–90% common open space; minimum 50% (average for district) per 100 acres • Natural resource retention (mitigate impacts) • Preserve views, public accessibility to key hilltops, trails identified in other elements

TABLE 4-9
Agricultural (AG) District

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Agricultural (Solano County)</u> Planning area outside existing city limits, within Solano County	• Non-irrigated agriculture and support services (extensive agriculture) • Farm residential • Open space, environmentally sensitive or hazard areas • Delta Protection Commission jurisdiction in some areas	<u>Density/Intensity</u> 160-acre minimum lot density (extensive agriculture) <u>Design Characteristics</u> None recommended
<u>Agricultural (Sacramento County)</u> Planning area outside existing city limits, within Sacramento County	• Same as Solano County, plus limited roadside produce sales	<u>Density/Intensity</u> 20-acre minimum lot density (extensive agriculture) <u>Design Characteristics</u> None recommended.

TABLE 4-10
Special Districts (SD)

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Army Base Reuse Area</u> A 28-acre stretch of land along the Sacramento River, and south of the city limits formerly served as an Army Reserve Center and is now in the process of being conveyed to the City by the U.S. Army. The site is largely vacant but contains several outbuildings, some of which may undergo rehabilitation and incorporated into future development.	The 1998 <i>Army Base Reuse Plan</i> suggests a range of public recreation, educational facilities, and institutional uses, such as a community park/sports facility, Delta science center, discovery park, and related uses. Residential would be allowed on a very limited basis as an accessory use. Commercial would be limited to recreation-related or -serving uses, such as lodgings or restaurants. <u>Mix of Uses</u> • 10–30% commercial recreation (lodge, retail, marina, boat launch) • Range of public active and passive recreation (sports fields, environmental/discovery park, amphitheater, community/recreation center, swimming pool) • Recreation-serving retail (restaurant, convenience mart, bait shop, boat/kayak rentals, sports equipment sales) • Educational/institutional uses (Delta science and interpretive center, laboratories, riverine/environmental research facilities) • Multifamily residential (ancillary use only: limited to short-term occupancy for visiting officials, scholars, students, and faculty)	<u>Density/Intensity</u> • Nonresidential intensity: Floor Area Ratio (FAR) 20–50% on site; maximum 20% (average for district) <u>Design Characteristics</u> • Building character, scale, and massing complementary to waterfront and “historic/wharf” industrial
<u>Airport/Transportation</u> The current Rio Vista Airport (Baumann Field) and vicinity owned by the City of Rio Vista. General aviation facilities; support services; and compatible office, industrial, and related businesses.	Airport-related industrial, service, and retail businesses are encouraged, along with other employment-generating uses that are compatible with an airport environment. <u>Mix of Uses</u> • Uses allowed in Industrial/Employment (Limited) district, subject to compatibility with airport operations • Indoor storage of aircraft and aircraft equipment (hangars)	<u>Density/Intensity</u> • Intensity: Floor Area Ratio (FAR) 20–80% on site; maximum 10% (average for the district) <u>Design Characteristics</u> • Generally single-story buildings; design may range from simple metal structures for hangars to more complex industrial-type structures • New administration/office building sets tone for new structures

TABLE 4-10
Special Districts (SD)

Land Use Description and Location	Purpose/Uses Allowed or Required	Performance Standards and Design Characteristics
<u>Airport/Transportation</u> (continued)	- Commercial service, repair, airport-serving retail (fuel sales, restaurant, equipment and accessory sales) - Educational facilities - Public services and facilities	
<u>Highway Commercial</u> The existing Highway 12 commercial corridor between Drouin Drive and the Rio Vista Bridge; serves highway commercial- and service commercial-type uses dependent on auto access and highway visibility, including vehicle sales, lodging, gas stations, fast food and drive-in restaurants, convenience stores, nurseries, and hardware stores.	Preferred location for auto-dependent, highway-oriented businesses. This district also provides convenience and neighborhood retail services to the adjacent neighborhoods in the existing city districts north and south of the highway. Although general commercial is included, the primary purpose is to provide for large-scale auto-dependent uses, such as vehicle sales. Small-scale auto uses also should be limited, so that these do not dominate or preclude a larger, more intensive use from locating on high-visibility corners. (See also Chapter 7, "Economic Development.") <u>Mix of Uses</u> - Auto and vehicle sales and service - Gas station, fast-food restaurant - Sit-down restaurant - Grocery store - Convenience retail (market, liquor store, bait shop) - General retail (hardware, sports equipment) - Personal and business service	<u>Density/Intensity</u> - Intensity: Floor Area Ratio (FAR) 20–50% on site; minimum 20% (average for the district) <u>Design Characteristics</u> - Future buildings sited for ease of access to both pedestrians and autos; pedestrian access particularly important from adjoining neighborhoods - Storefronts and primary pedestrian entrances facing Highway 12 or clearly delineated adjacent to the frontage - Separated sidewalks and landscaping with street trees to be installed with new developments/redevelopment - Building architecture consistent with elements of Rio Vista historic buildings or other distinctive characteristics; limit "chain store" appearance to signage and logos. Corporate logos should not be integral with structural elements or building colors - Drive-through windows and service canopies placed away from the frontage whenever possible; conversely, retail/office storefronts and pedestrian entrances placed adjacent to the sidewalk whenever possible - Minimize direct parking and service areas adjacent to residential; buffer as necessary

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

GOAL 4.1 TO CONTINUE A COMPREHENSIVE, LOGICAL LAND USE PLANNING PROCESS RATHER THAN AN INCREMENTAL, PIECEMEAL APPROACH.

The City will implement the following land use policies in accordance with the discussion of planning constraints, boundaries, and the associated policies contained in Chapter 3 of this General Plan.

Policy		Implementing Action	
4.1.A	Growth shall provide a strong diversified economic base and a reasonable balance between employment and housing for all income ranges.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>
4.1.B	Growth shall occur on the basis that projected revenue should be sufficient to meet public costs.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>
4.1.C	Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities & Services element, are planned and provided in a manner that protects the public's health, safety, and welfare.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>
4.1.D	The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>
4.1.E	The City shall ensure a comprehensive, logical growth process as areas develop, particularly where significant changes in land use are being considered.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>

Policy		Implementing Action	
4.1.F	The City shall not support residential, commercial, or industrial development in unincorporated areas until buildout is achieved within the city limits.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>
4.1.G	The City shall, through its land use and facilities planning processes, coupled with its Capital Improvement Program, provide for a land use allocation that could permit construction of at least 11,000 dwelling units.	LU-1	<i>Specific Plans</i>
		LU-2	<i>Public Participation</i>
		LU-3	<i>Intergovernmental Coordination</i>

GOAL 4.2 TO ENSURE THAT THE USE AND CHARACTER OF ALL LANDS WITHIN THE CITY'S PLANNING AREA ARE CONSISTENT WITH THE INTENT OF THIS GENERAL PLAN.

Policy		Implementing Action	
4.2.A	Sub-Planning Area 1 - Existing Developed City near the Sacramento River: Preserve, protect and improve the City's historic and existing neighborhoods. Allow for appropriate new and infill development and redevelopment in the districts contained in this sub-planning area. Ensure that all property improvements are sensitive to their surroundings and protect the public health, safety, and welfare. Do not apply inappropriate or overly restrictive "modern" zoning and development standards to districts or neighborhoods that were constructed under a previous era's regulatory climate.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-8	<i>Redevelopment Plan</i>
		LU-9	<i>State Historical Building Code</i>

Policy	Implementing Action
4.2.B Sub-Planning Area 2 – Esperson property, River Walk, and Homecoming: The Homecoming subdivision shall be completed as approved. The Esperson and River Walk sites shall be developed as complete neighborhoods, with a mix of residential, commercial, and public land uses and residential densities that are consistent with this General Plan and their conceptual plans.	LU-1 <i>Specific Plans</i> LU-4 <i>Land Use Map</i> LU-5 <i>Development Review</i> LU-6 <i>Design Guidelines</i> LU-10 <i>Development Agreements</i>
4.2.C Sub-Planning Area 3 – Industrial and Employment Service Commercial Lands North of Highway 12: The lands south of Airport Road and west of St. Francis Road shall be developed in a mix of limited industrial/employment and related uses in a business park setting, with buffering and careful siting of uses adjacent to residential areas in Sub-Planning Area 2. The lands east of St. Francis Road and north of Airport Road will include a larger range of “general” industrial and service uses. Lands along River Road will continue to develop in a mix of storage, warehouse, and industrial/employment uses. The City shall encourage redevelopment and/or replacement of poorly planned development or incompatible land uses.	LU-4 <i>Land Use Map</i> LU-5 <i>Development Review</i>

Policy	Implementing Action
4.2.D Sub-Planning Area 4 - Northwest Area Neighborhoods: The City shall continue to facilitate and encourage the development of these parcels as approved by recent development agreements. The City shall encourage the developers and owners of the Gibbs and Marks Ranches to adopt the Land Use Map and districts indicated in <i>Figures 4-3 and 4-4</i> and as described in <i>Tables 4-3, 4-4, 4-5, 4-8, and 4-10</i>. Any new development agreement amendments or extensions on the Brann Ranch or the Marks/Gibbs Ranches shall be consistent with all elements of this General Plan.	LU-1 <i>Specific Plans</i> LU-4 <i>Land Use Map</i> LU-5 <i>Development Review</i> LU-6 <i>Design Guidelines</i> LU-10 <i>Development Agreements</i>
4.2.E Sub-Planning Area 5 - Airport, Public, and Restricted Lands:	
1. The City shall continue to implement the <i>Airport/Land Use Compatibility Plan</i> and the <i>Airport Master Plan</i>; the <i>Airport Master Plan</i> shall be updated as necessary. The City shall continue to encourage compatible businesses to locate on the airport premises. (<i>Also see the Economic Development element.</i>) 2. The City shall construct the Northwest Area Waste Water Treatment Plant in the general location shown in <i>Figure 4-3</i> in the Land Use element and in <i>Figure 12-4</i> in the Public Facilities & Services element. 3. The City shall strive to ensure consistency with the policies of the Delta Protection Commission on lands under their jurisdiction, while recognizing the specific authorization for the Airport, the Northwest Area Waste Water Treatment Plant and the industrial lands in Sub-Planning Area 3.	LU-3 <i>Intergovernmental Coordination</i> LU-4 <i>Land Use Map</i> LU-5 <i>Development Review</i> LU-7 <i>Ordinance and Regulations Review and Update</i> LU-11 <i>Airport/Land Use Compatibility Plan</i> LU-12 <i>Airport Master Plan Update</i> LU-13 <i>Delta Protection Commission</i>

Policy		Implementing Action	
4.2.F	Sub-Planning Area 6–Agricultural and Open Space Lands: The City shall strive to ensure that these lands remain in non-urban, predominantly agricultural and open space uses.	LU-3	<i>Intergovernmental Coordination</i>
		LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-13	<i>Delta Protection Commission</i>

GOAL 4.3 TO PROVIDE FOR AN APPROPRIATE RANGE OF LAND USES TO MEET THE COMMUNITY’S NEEDS.

The long-term community well-being and quality of life will be enhanced by maintaining a mix and pattern of land uses that are environmentally sensitive; complement adjacent uses; and allow for planned growth and adequate opportunities for employment, housing availability, services, and recreation. A balance between jobs growth, housing opportunity, and services not only will support stable economic growth in Rio Vista but also will reduce vehicle trips for work, shopping, and services—enhancing the overall quality of life for Rio Vista residents.

Policy		Implementing Action	
4.3.A	The City shall adopt <i>Tables 4-3 through 4-10</i> as the designated land use categories, districts, and descriptions that control all development and uses of land in the City of Rio Vista planning area.	LU-4	<i>Land Use Map</i>
4.3.B	The Land Use Map (<i>Figures 4-3 and 4-4</i>) shall serve to delineate the land use designations and locations of the land use districts adopted under this General Plan.	LU-4	<i>Land Use Map</i>

GOAL 4.4 TO PROVIDE A RANGE OF LAND USES THROUGH THE ESTABLISHMENT OF DISTRICTS THAT WILL PROMOTE A BALANCED MIX OF NEEDS IN THE COMMUNITY, INCLUDING RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AGRICULTURAL, RECREATIONAL, AND PUBLIC SERVICE USES.

Policy		Implementing Action	
4.4.A	The City shall establish a Neighborhood Core district at the center of the three major new growth neighborhoods. This district shall accommodate community- and regional-serving commercial needs, provide medium- to high-density residential uses, support designated transit facilities, encourage non-auto travel, and allow for ease of internal pedestrian access for multiple purposes and destinations. (Also refer to the <i>Community Character & Design and Economic Development elements</i>)	LU-1	<i>Specific Plans</i>
		LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
4.4.B	In the Neighborhood Service/Mixed Use district, the City shall accommodate neighborhood- and local-serving commercial, service, and residential uses in a less intensive development pattern than in the Neighborhood Core, while maintaining ease of pedestrian access and a range of compatible uses. (Also refer to the <i>Community Character & Design and Economic Development elements</i>)	LU-1	<i>Specific Plans</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-14	<i>Trails and Pathways Map</i>
4.4.C	The City shall ensure that development proposals accommodate low- to medium-density residential neighborhoods within walking or biking distance of Neighborhood Service/Mixed Use Development and Industrial/ Employment districts.	LU-1	<i>Specific Plans</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-14	<i>Trails and Pathways Map</i>

Policy		Implementing Action	
4.4.D	The City shall strive to preserve and strengthen the original downtown, waterfront, and historic community and ensure that this district remains the community's civic and commercial focus. (Also refer to the Community Character & Design and Economic Development elements)	LU-1	<i>Specific Plans</i>
		LU-16	<i>Downtown Marketing and Design Study</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-8	<i>Redevelopment Plan</i>
		LU-15	<i>Rio Vista Waterfront Plan</i>
4.4.E	The City shall retain the predominance of historic single-family homes in the Historic Residential district while allowing mixed dwelling types that reflect historical building practices, including multiple-family structures, accessory apartments, and flexible setbacks.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
4.4.F	The City shall seek to preserve and enhance multifamily "complexes" and mobile home parks constructed between 1960 and 1990.	LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
4.4.G	The City shall seek to preserve and retain the spacious single-family character of the custom-lot Edgewater Neighborhood adjacent to Edgewater Drive, between the riverfront and Highland Drive.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
4.4.H	The City shall require a very low-density single-family residential housing component in the Residential Estate district to maintain a balanced local housing market.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>

Policy		Implementing Action	
4.4.I	The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from previously prepared materials (assembly or value-added industry) in the Industrial/Employment (Limited) district. <i>(Also refer to the Economic Development element)</i>	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review Process</i>
		LU-6	<i>Design Guidelines</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-10	<i>Development Agreements</i>
4.4.J	The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from natural resources (raw materials), extraction, storage, and industrial service uses in the Industrial/Employment (General) district.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review Process</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-10	<i>Development Agreements</i>
4.4.K	The City shall provide adequate lands for industrial-serving indoor/outdoor storage, service, and support uses in the Industrial/Employment (Warehouse/Service) district.	LU-4	<i>Land Use Map</i>
		LU-5	<i>Development Review Process</i>
		LU-7	<i>Ordinance and Regulations Review and Update</i>
		LU-10	<i>Development Agreements</i>
4.4.L	The City shall support efforts to preserve agricultural uses outside City boundaries.	LU-3	<i>Intergovernmental Coordination</i>
		LU-4	<i>Land Use Map</i>
4.4.M	The City shall use special districts to improve the provision of public services to City residents and businesses.	LU-4	<i>Land Use Map</i>

G. Implementing Actions for Land Use (LU)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Land Use element.

LU-1 SPECIFIC PLANS *(Proposed)*

The City will ensure that specific plans, some of which may include planned unit developments, proposed for future development areas are consistent with the goals and policies of the General Plan, and with Section 65451 of the Government Code. Specific plans will incorporate implementation measures that include standards and design criteria for which development will proceed, provisions for public facilities and services, and financing measures. The City will use development agreements to secure implementation and financing provisions for these specific plans and planned unit developments (PUDs).

LU-2 PUBLIC PARTICIPATION *(Existing)*

The City will continue and improve its public participation process, actively solicit public participation through public hearings and the development review process, and provide opportunities for early consultation for major development proposals. In addition, the City will expand public involvement and information programs, such as providing information to affected residents and other stakeholders when public improvements are being planned.

LU-3 INTERGOVERNMENTAL COORDINATION *(Existing)*

The City's efforts to achieve managed growth that ensures adequate public facilities, provides a jobs/housing balance, and preserves agriculture at the city limits will require intergovernmental coordination. The City will work with State and local agencies including Caltrans, the Delta Protection Commission, Solano and Sacramento Counties, the Airport Land Use Commission, River Delta Unified School District, and other affected agencies, particularly during planning and development review of proposed development projects. As part of the General Plan adoption process, the City will inform these agencies of urban growth boundaries (discussed in detail in the Planning Constraints & Boundaries element), the newly adopted land use districts, and City policies regarding land use in agricultural areas and the legal Delta.

LU-4 LAND USE MAP *(To be adopted as part of this General Plan)*

The Land Use Map shown as *Figures 4-32 and 4-4* will work in conjunction with all other elements of the Rio Vista General Plan. The Land Use Map will be the starting point for determining appropriateness of land use in terms of location and density/intensity. The Land Use Definitions and Standards, along with key policies in Chapters 3, 5, 6, 7, 8, 9, and 10 will be used in conjunction with the Land Use Map to reinforce and implement the City's land use policies, particularly in the areas of urban growth limits, community character, jobs/housing

balance, and traffic and circulation—and in the preservation of open space, agricultural lands, and environmentally sensitive areas.

LU- 5 DEVELOPMENT REVIEW
(Existing)

The City will continue to implement its development review process in accordance with the statutory requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance, and the Subdivision Map Act; specific plan policies and design guidelines; the California Environmental Quality Act (CEQA); the Permit Streamlining Act; and other statutes. The process will promote flexibility and innovation in residential and other land uses through the use of specific plans, planned unit developments (PUDs), development agreements, mixed-use projects and other innovative development and planning techniques. The City will continue to provide for public participation and coordination with other jurisdictions in the review of development proposals.

LU-6 DESIGN GUIDELINES
(To be adopted as part of this General Plan)

The City will implement the Design Characteristics and Performance Standards, presented in *Tables 4-3 through 4-10* of this element; the Design Criteria specified in Section G of the Community Character & Design element; and various design-related performance standards contained in other elements of this General Plan. Collectively, they constitute the City's Design Guidelines and will serve as evaluation criteria during the review of proposed development applications. These guidelines will be considered the minimum standards to achieve compatibility between land uses; to provide sufficient opportunities for alternative modes of transportation and pedestrian access; and to meet the City's overall community design goals in the areas of aesthetics, signage, circulation and mobility, and environmental resources. Modifications to these design criteria may be made by the Planning Commission and City Council during the course of development application review and be adopted as conditions of project approval, provided such conditions are found to be consistent with the policies which the criteria were intended to implement.

LU- 7 ORDINANCE AND REGULATIONS REVIEW AND UPDATE
(Proposed)

The City's ordinances and related regulations will be reviewed and updated to bring them into consistency with the General Plan, including the policies of this element. The current ordinances and regulations that will be subject to this effort include, but are not limited to, the following:

- Zoning Ordinance (comprehensive update)
- Subdivision Ordinance
- Natural Gas Ordinance
- CEQA local regulations, including thresholds of significance
- Franchise and licensing procedures
- Nuisance regulations
- Development Agreement Ordinance

- Planned Unit Development Ordinance (zoning)
- Sign Ordinance (zoning)
- Site and architectural review procedure and criteria (zoning)

The City's current regulatory framework does not provide for the mixed-use and performance-driven land use districts established by this element. The first priority of the ordinance and regulation review is the creation of new mixed-use zoning districts that are consistent with the policies and intent of the proposed land use districts, including the following:

- Neighborhood Core (including commercial and residential sub-districts)
- Neighborhood Residential
- Existing City Districts near the Sacramento River (Downtown/Waterfront and Historic Residential)
- Special Districts

LU- 8 REDEVELOPMENT PLAN *(Existing)*

The City will continue to implement and refine its Redevelopment Plan. Redevelopment policies will be designed to make the downtown and waterfront areas more economically viable, preserve their historic character, encourage a more pedestrian-friendly atmosphere, and integrate access to the Sacramento River waterfront from surrounding development. The City will coordinate the *Waterfront Master Plan* with redevelopment efforts. *(See the Economic Development element for further discussion.)*

LU-9 STATE HISTORICAL BUILDING CODE *(Existing)*

The State Historical Building Code is Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts, and sites designated under federal, state, and local authority. The code provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as qualified historic buildings. Enforcement of this code will help to maintain the historic character of the downtown and avoid incompatible design and construction.

LU-10 DEVELOPMENT AGREEMENTS *(Proposed)*

As appropriate, the City will use the development agreement process established under State law and the Zoning Ordinance. This process provides for specific requirements of the developers of the major new neighborhoods to ensure compliance with the policies of this General Plan and provides for other benefits to the City in exchange for land use entitlement certainty for developers and property owners.

LU-11 AIRPORT/LAND USE COMPATIBILITY PLAN
(Existing)

The *Airport/Land Use Compatibility Plan* (Solano County Airport Land Use Commission, 1988) sets forth the criteria that will be used in evaluating land use plans and proposed development in the vicinity of the public-use airports. The airport/land use safety compatibility criteria are used to minimize risks associated with the operation of aircraft to and from the airport. These criteria are intended to minimize risk to people on the ground and in the aircraft, largely through density reduction and maximizing the amount of open land within the vicinity of the airport.

LU-12 AIRPORT MASTER PLAN UPDATE
(Existing)

The City will continue to implement and update the Airport Master Plan, as needed. The airport is both an economic development benefit as a capital facility that many communities do not have and a location for businesses needing or desiring to be near the airport facilities. A 12-acre business park and locations for commercial and industrial businesses (Fixed Base Operators [FBOs]) are included on airport grounds. The Master Plan provides for these businesses and their necessary support facilities.

LU-13 DELTA PROTECTION COMMISSION
(Existing)

The Delta Protection Commission was charged with preparation of a regional land use and resource management plan for the Primary Zone of the Delta, which was adopted in February 1995. Rio Vista's general plan is required to conform to the Commission's regional plan. The Commission's plan acknowledges the planned construction of the Northwest Wastewater Treatment Plant in the Primary Zone near the airport—the final environmental document for the wastewater treatment plant was approved prior to the Commission's adoption of the plan.

LU-14 TRAILS AND PATHWAYS MAP
(To be adopted as part of this General Plan)

The City will reference the Trails and Pathways Map (*Figure 8-4*) in the Circulation & Mobility element), to ensure that new development will, wherever feasible, include trails and pathways that connect to, or become a part of, the pedestrian and bicycle system shown on the map. The Park and Recreation Commission will periodically review the map and advise staff and the City Council on needed improvements. The City will require design review of any development within or alongside of a proposed trail as identified on the adopted Trails and Pathways Map.

LU-15 RIO VISTA WATERFRONT PLAN
(Existing)

The *Rio Vista Waterfront Plan* (David Evans & Associates, Santana and Thompson, Singer/Fukushima, 2001) prepared in March 2001, addresses the public access and development potential of the downtown waterfront. This portion of the waterfront includes the area bisected

from north to south by Front Street, along the Sacramento River edge from City Hall to the Helen Madere Bridge (referred to as the Rio Vista Bridge).

The City will undertake a major planning effort, not only for the waterfront but also for much of the rest of the historic downtown and surrounding neighborhoods. The result will be a Waterfront Specific Plan that will establish land uses and design guidelines for private development, public facility and infrastructure needs, funding sources and a Capital Improvement Program for the entire downtown. (See related implementing action ED-12 in the *Economic Development element*.)

LU-16 RIO VISTA DOWNTOWN MARKETING AND DESIGN STUDY
(Existing)

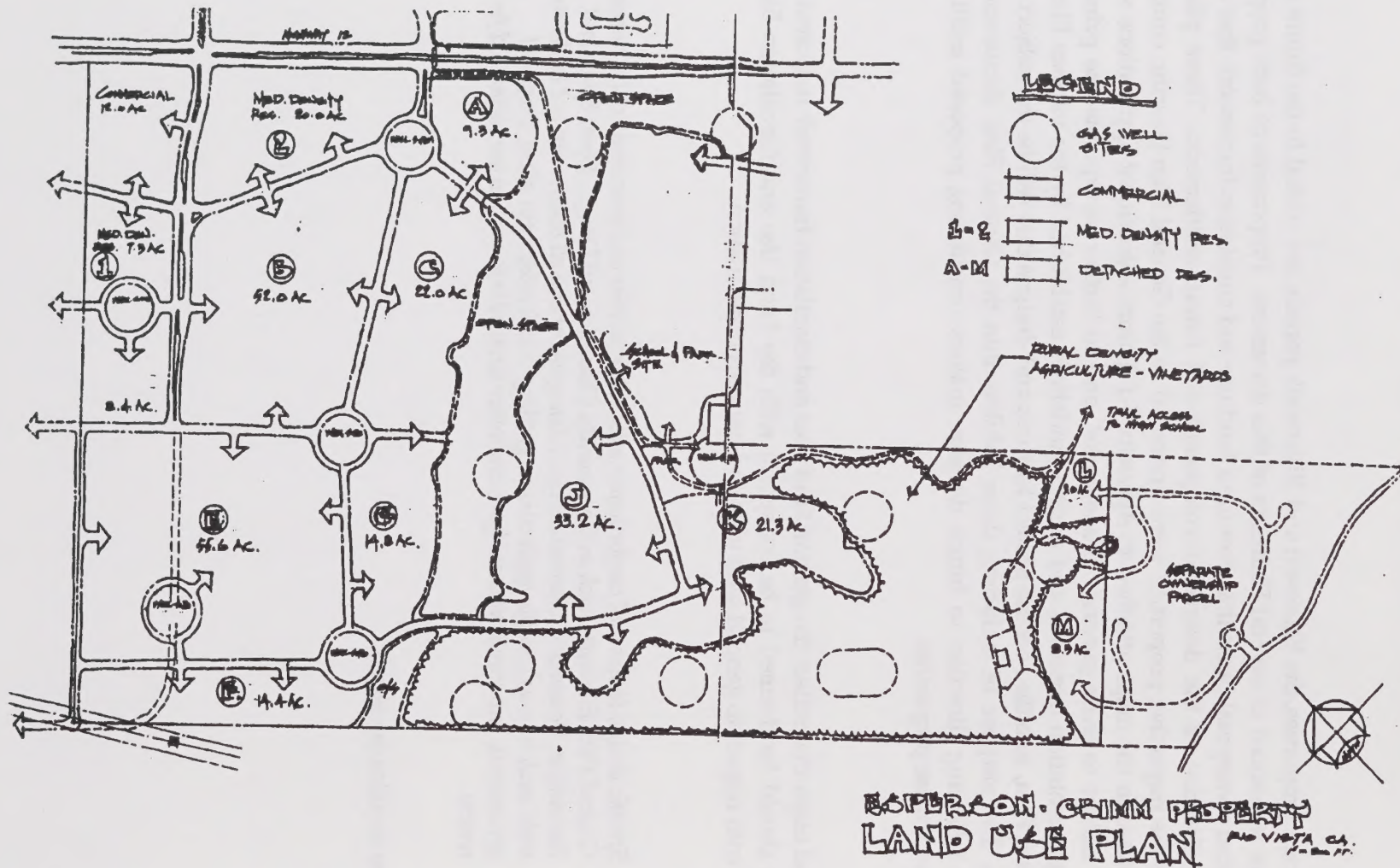
To implement Land Use element in a manner that will strengthen the overall health and quality of the downtown, the City has prepared the *Rio Vista Downtown Marketing and Design Study* (Jeffrey Eichenfeld & Associates, Aja Preliasco, David Evans, Planning & Design, 1999). The goal of the study is to identify activities that will make downtown a fun, attractive, and entertaining place where residents shop more frequently and visitors stay longer. It includes marketing recommendations, business retention and attraction strategies, building and streetscape designs for a downtown “demonstration block”, architectural design guidelines, and recommendations for implementing these activities.

H. APPENDIX 4-1: Esperson and Riverwalk Concept Plans

Two significant properties, the Esperson and Riverwalk parcels, are critical to the future of Rio Vista and are referenced in several Elements of this document. Proponents of both properties have submitted conceptual plans that provide a land use and circulation framework that define the general direction of the desired development and future entitlements. These planning concepts for the respective properties were presented to the General Plan Steering committee and are depicted in the maps attached in *Appendix 4-1*. Future entitlement applications will be expected to adhere to these general “frameworks” and to further incorporate the principles, policies, implementation measures and design guidelines established by the various Elements of this General Plan, into the specific project features and designs that will be the subject of the applications. The purpose of including these Exhibits into the General Plan document is to provide the following direction to future decision makers considering proposed entitlement applications for these properties:

1. Plans and maps that reflect the general land uses and circulation framework indicated in the Exhibits should be deemed to be consistent with the Land Use and Circulation Element policies with respect to general land uses and patterns of circulation.
2. *Specific design issues and conformance with other policies and provisions of the various General Plan Elements such as Community Character and Design, Open Space and Recreation, Resource Conservation and Management and all others, can not be determined until such time as specific applications, grading and development plans, proposed agreements, environmental analyses and other detailed information are submitted for review.*

(See Diagrams on following pages)





Chapter 5

Community Character & Design

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Chapter 5 Community Character & Design



A. Introduction

“Community character” refers to the physical characteristics that lend shape, form, and identity to a community. Concepts such as “small town,” “quality of life,” “living environment,” “neighborhood,” and “community” are, to a large extent, expressions of familiar physical characteristics—landmarks, streets, buildings, parks, and natural features that create a unique identity in every community. “Community design” or “urban design” refers to the architectural and engineering design principles that create the shape, form, and appearance of both new development and the redevelopment of existing districts and neighborhoods. Community design principles and policies are intended to ensure that the community character of the future reflects the vision and goals of residents and decision makers.

Chapter 5 Community Character & Design



Introduction

Community character refers to the physical characteristics that give a place its identity. It is a combination of natural and built features that create a sense of place and contribute to the quality of life. Community character is not just about the look of a place, but also about the way it feels and the experiences it offers. It is the unique combination of elements that make a place special and worth preserving. This chapter explores the importance of community character and provides guidance on how to maintain and enhance it. It discusses the role of planning and design in shaping community character and offers strategies for preserving the unique qualities of a place while accommodating growth and change. The chapter also includes examples of successful community character preservation efforts and provides a checklist for evaluating community character.

B. Purpose and Authority

Community character and design are critical to the decisions that determine the shape and form of growth and development. This element is not one of the seven “mandatory” elements under California law governing general plans. However, many general plans statewide contain design elements and policies. Aesthetics and design have long been recognized by California law and upheld by the courts as legitimate public policy issues within the regulatory authority of municipalities.

As described below, community character and design issues are integral to implementation of the vision articulated by the community in the General Plan Town Hall meetings, upon which this General Plan is based. The policies and implementing measures in this element reinforce and complement those in other elements, particularly Land Use (physical character of the various land use districts), Circulation & Mobility (street and block design standards), Public Facilities & Services (park and recreation siting, and access within neighborhoods and districts), Open Space & Recreation (environmental design), and Resource Conservation & Management (conservation and management of sensitive local resources). The community design goals, policies, and implementing actions articulated below reinforce each element in the relationship of their subject matter to the desired physical form and characteristics of Rio Vista throughout the planning period (2000 – 2020).

C. The Rio Vista Principles: Implementing the Community Vision

Preservation of the existing physical characteristics that define Rio Vista and the desire for new growth to reflect those characteristics are primary issues in the community. The community vision and planning principles that most directly relate to the Community Character & Design element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- ❑ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- ❑ *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*
- ❑ *Parking lots should not dominate street frontage, public spaces, or buildings.*
- ❑ *Community identity should be strengthened with attractive entryways on Highway 12, Main Street, and River Road.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ❑ *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located in the downtown and adjacent areas.*
- ❑ *Redevelopment of Rio Vista's downtown and waterfront should create economic vitality and an atmosphere for walking and shopping. Historic building facades should be restored, and new projects should be linked to their surroundings.*
- ❑ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- ❑ *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

PRESERVE THE ENVIRONMENTAL RESOURCES THAT DEFINE RIO VISTA

- ❑ *New development should accommodate and showcase natural features as community amenities. New development should respect the contours of hillsides, valleys, and drainageways as important recognizable features of Rio Vista. Key hilltops to be preserved for public use and vistas should be identified.*

- ❑ *The community should seek to connect the existing town to new developments and the Sacramento River waterfront by an extensive and interconnecting trail system. The natural drainageways, hills, and sensitive vegetation areas should be the basis for designing such a system.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- ❑ *Accessible, easy, and convenient circulation systems for autos, pedestrians, and bicyclists alike should be designed into all new developments.*
- ❑ *Convenient and accessible truck routes for delivery and shipping of goods and services should be provided, while minimizing the impact to residential neighborhoods and sensitive districts.*
- ❑ *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*
- ❑ *Many activities of daily living should occur within walking distance of each other. This design allows independence and safe movement for those who do not drive, especially seniors and young people. Schools should be sized and located to enable children to walk or bicycle to them. Interconnected networks of streets should be designed to encourage walking and reduce the number and length of automobile trips.*
- ❑ *The needs of automobiles and pedestrians should be balanced. It is a fact of modern life that development must adequately accommodate automobiles. However, pedestrian accessibility should not be sacrificed or made less important than automobile accessibility.*
- ❑ *Streets, thoroughfares, and public spaces should be:*
 - *Safe, comfortable, attractive, and interesting to the pedestrian and motorist alike; and*
 - *Free of barriers and designed with multiple connections to various parts of the community.*

D. Setting

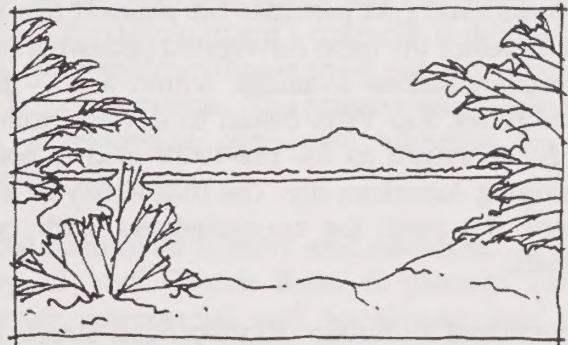
Rio Vista as a community is unique in the Bay Area and in the Sacramento Delta. Its position on the edge of the Sacramento River—tucked into the Montezuma Hills—with long views to Mt. Diablo and the Helene Madere Bridge (commonly known as the Rio Vista Bridge) from State Route 12 (commonly referred to as Highway 12) are distinct physical features of the City. The historic drawbridge spanning the Sacramento River is known throughout northern California and is visible from miles away. The tugs and barges that tie up at the river's edge, and the enormous freighters that move up and down the river, add to Rio Vista's distinctive character. The downtown that still maintains its historic feel and the shaded, walkable residential areas contribute to Rio Vista's identity.

The Montezuma Hills, occupying the majority of the area south of Highway 12 to the western City boundary, are the highest lands in Rio Vista. These rolling grasslands offer outstanding views to the existing neighborhoods, the river and bridge, and Mt. Diablo. The hills capture the cooling breezes blowing up from the Sacramento River and, in combination with the valleys, support a significant raptor population and related ecosystem.

When in Rio Vista, one has the sense of being in a special place. It is not highly suburbanized or modernized. One can smell the river and feel the cooling breezes blowing up from the Bay. The community is imbued with an honest small-town American charm. Activities such as the annual Bass Derby, football games at the high school, and breakfast at the bakery on Main Street reinforce the character and identity of the community. The urban structure and a collection of identifiable features add to Rio Vista's distinct character as a settlement.



View Down Main Street to the Sacramento River



Long View Down River to Mt. Diablo

HISTORIC CHARACTER AND DEVELOPMENT

The original urban plan of Rio Vista is similar to the Spanish colonial design principles referred to as the "Law of the Indies." The character of the street and alley grid, the public square sited one block off Main Street, and the orientation of the streets—so that a line connecting north and south on the compass diagonally bisects a city block—are similar to "Law of the Indies" design principles followed by the Spanish during the colonial era.

The City retains its original urban structure—a grid system comprised of 250-foot square blocks, with 20-foot-wide alleys bisecting the block in both directions. The grid is oriented 45 degrees west of north, with a strong orientation to the edge of the Sacramento River. Main Street leads directly to a landing and ferry dock at the edge of the river, and a public square is located one block south of Main Street. The original road and alley structure provide an accessible and pedestrian-friendly urban environment, where residential neighborhoods are well connected to the commercial activities along Main Street and the river edge. The ease of movement throughout the downtown core is a function of scale, combined with the road and alley grid that allows an opportunity to change direction every half block. These numerous intersections and rights-of-way contribute to the well-integrated residential and commercial activities. Today, as in the early years of Rio Vista, the primary commercial activities are located along Main Street, the edge of the Sacramento River, and Highway 12.

By 1903, the majority of the original urban plan was complete, and the grid extended to its current limits. The original grid supported the modest growth of the town between the early 1900s and the end of World War II. After the war, several annexations were approved that began a process of urban expansion influenced by the widespread use of the automobile. Highway 12 created a barrier between the developing residential areas to the north and the existing urban core along Main Street. Residential development after World War II was oriented toward the automobile. Developers often stretched blocks into long rectangular patterns to reduce road construction and increase lot yield. Some cul-de-sacs appeared, and the character and inter-connectedness of the urban structure began to change, although the new neighborhoods remained relatively compact and well connected internally. The relatively few neighborhoods that were developed in Rio Vista between 1950 and 1990 are isolated from older areas, largely due to the bisection of the community by Highway 12. The edge of this pre-1990 community remains well defined in most areas.

The traditional grid provides the shortest trip lengths and the largest number of route choices (and therefore the most convenient pedestrian travel) of any street layout, due to the multitude of interconnections available within a 250- to 300-foot block length. Like most American communities, Rio Vista began to deviate from the traditional grid street system after World War II. A return to the pre-1900s grid is not necessarily the solution for Rio Vista or any developing American city. The future may lie in a hybrid of development patterns that seeks to balance the need for connectedness with current development strategies and consumer interests.

Conventional suburban neighborhood streets also have changed in character and shape. A typical historic residential street section was from 24 to 28 feet curb-to-curb, with a “parkway strip” or “tree lawn” between the sidewalk and the property line. Typically, street trees were planted in the parkways, providing shade and definition to the street edge and separating pedestrian from vehicular traffic. The typical post-war street is at least 36 feet wide at the curbs, with a “monolithic” sidewalk that is adjacent to the curb and no parkway. If street trees are planted, they occur in public utility easements or front yards, where they are much less likely to survive. Most modern neighborhoods do not produce the tree canopy that was commonplace in historic residential neighborhoods. Notable exceptions are the 1950s neighborhoods north of Highway 12. Here, monolithic sidewalks exist but street trees were planted close to the walks; a

number of mature trees survived to the present. *Figure 5-1* shows the difference in lot and building patterns since 1900.

RECENT CHANGES TO DEVELOPMENT PATTERNS

In 1991, the City approved several large annexations and development agreements. These annexations expanded the City's undeveloped area by approximately 2,500 acres. The locations of these annexations and development project boundaries are shown on *Figure 5-2*. These developments were approved for conventional suburban curvilinear street layouts and design, typical of the Bay Area in the 1980s.

ESPERSON PROPERTY AND RIVER WALK

Two of the approved annexations are large properties immediately surrounding the pre-1990 development edge—neither is developed. The largest of these is the Esperson property, located south of Highway 12 and bordering both the newer and the historic neighborhoods to the west and south, respectively. The other large parcel, known as the River Walk property, borders the post-war neighborhoods on the north side of Highway 12 and is a potential link between the existing neighborhoods and Trilogy. Both properties extend from the existing urban edge to Church and Amerada Roads, which is the location of the Neighborhood Core District described in the Land Use element. Both projects have conceptual plans included in the Land Use element of this General Plan.

TRILOGY

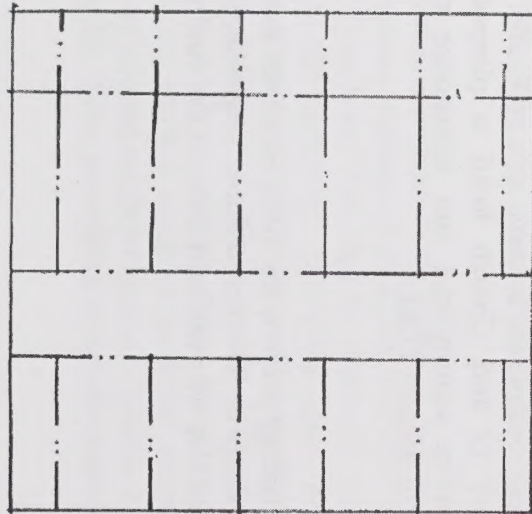
Trilogy is an “active-adult” (senior) community, originally called Summerset, and is the largest of the parcels targeted for development and the only one developed so far. Located about 1 mile from the westernmost development edge of the pre-1990 community and extending from the west side of Church Road to Liberty Island Road, the development's character is defined by its stately gated entrance, private streets, a central loop and curvilinear street pattern, a public golf course, and recreational amenities for use by Trilogy residents. The primary site consists of approximately 800 acres, with an approved development agreement allowing up to 3,600 single-family homes and multi-family or assisted-care units.

Elsewhere in the vicinity of Trilogy are commercial businesses to serve area residents. A 15±-acre site at the northwest corner of Highway 12 and Church Road is planned for a neighborhood-community shopping center; service commercial and warehouse uses are planned on the northeast side of Trilogy adjacent to Airport Road.

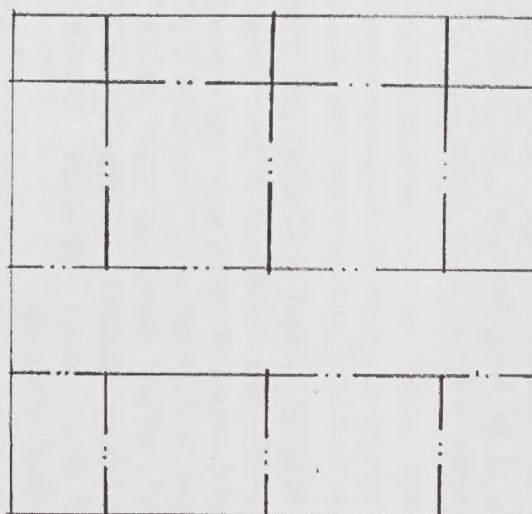
GIBBS RANCH

Originally approved as part of the Summerset/Trilogy project, the 300-acre Gibbs Ranch may be developed with as many as 1,129 senior dwellings or 959 conventional single-family units. The property is restricted to a great extent by the airport overflight zone in the southwestern third of the parcel.

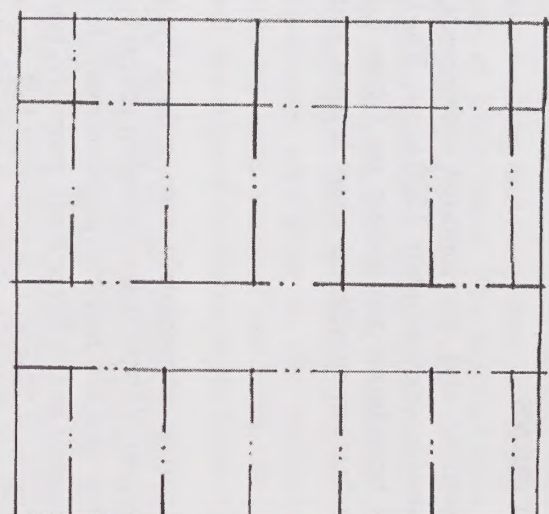
**Figure 5-1
LOT AND BUILDING PATTERNS**



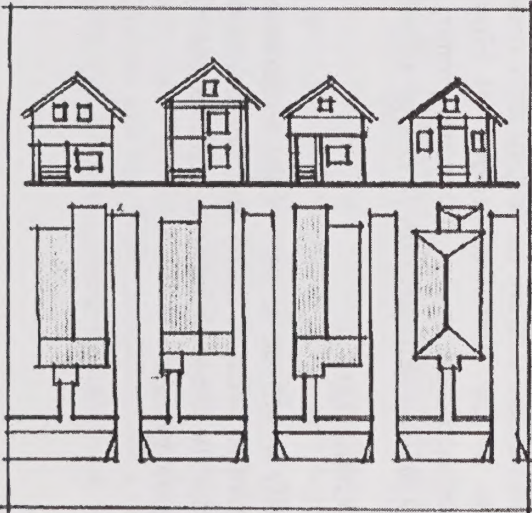
Lot Pattern c.1920



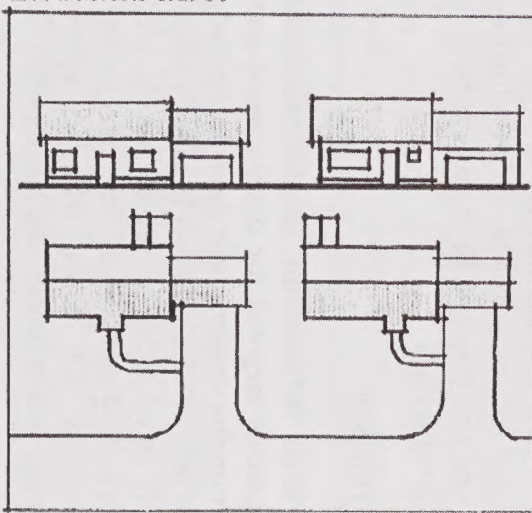
Lot Pattern c.1960



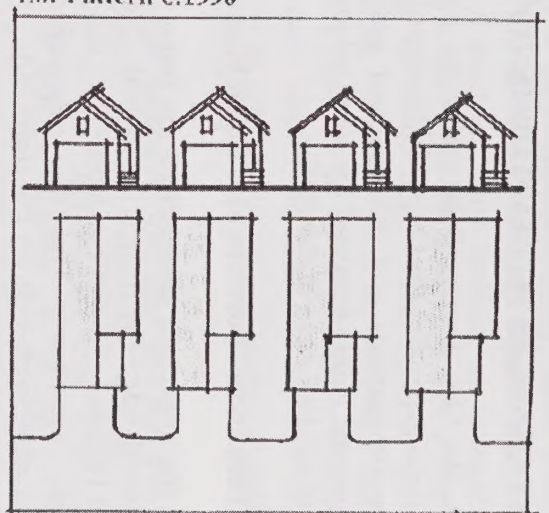
Lot Pattern c.1990



Building Pattern c.1920

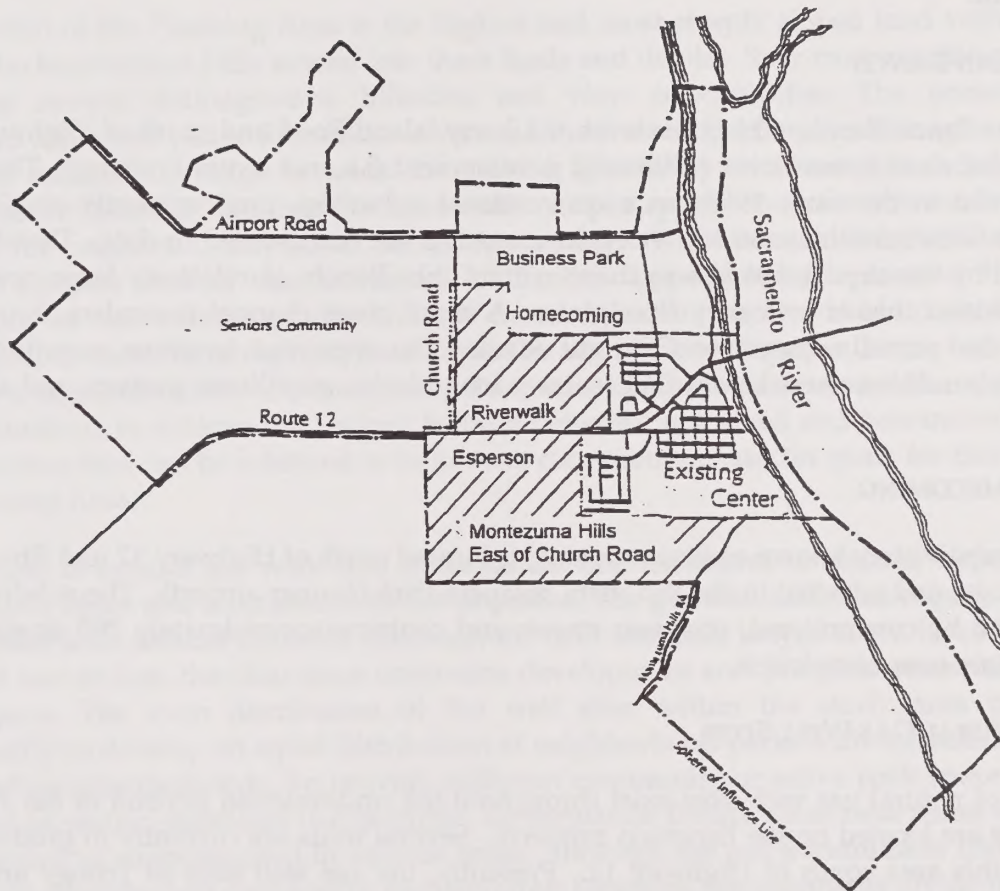


Building Pattern c.1960



Building Pattern c.1990

Figure 5-2
DEVELOPED AREAS AND RECENT ANNEXATIONS



Allowable uses under the Airport/Land Use Compatibility Plan (ALUP) include a golf course, other open space uses and industrial and warehouse (*see discussions in the Land Use and Safety & Noise elements*). The City has approved development agreements for predominantly residential projects with some neighborhood and community-serving commercial uses. Included are significant areas of low-intensity open space or golf course uses due to floodplain and airport flight zone constraints.

Unlike areas to the east, Gibbs Ranch (along with Trilogy) is relatively flat and unrestricted, except for some floodplain areas around Liberty Island and Canright Roads. Most of the undeveloped lands are still in grazing or dry land agricultural uses, pending future development.

BRANN RANCH

The 300-acre Brann Ranch, which lies west of Liberty Island Road and north of Highway 12, is also approved as an unrestricted residential development (i.e., not senior housing). The project was approved in the early 1990s as a conventional suburban, predominantly single-family subdivision with curvilinear streets—development has not commenced to date. Development is restricted by the airport, but less so than for the Gibbs Ranch. A relatively large open space area is provided that is primarily floodplain. A small creek channel meanders through the middle of the parcel, adjacent to Canright Road. The approved tentative map includes a conventional, modern street layout that features long blocks, curvilinear pattern, and standard widths.

HOMECOMING

A smaller subdivision, known as Homecoming, is located north of Highway 12 and River Walk; east of Trilogy; and adjacent to the Rio Vista Business Park (former airport). The subdivision is characterized by conventional, post-war streets and contains approximately 290 single-family homes that are near completion.

NATURAL GAS WELL SITES

A number of natural gas well sites exist throughout the undeveloped portion of the Planning Area—most are located on the Esperson property. Several wells are currently in production in or around this area south of Highway 12. Presently, the gas well sites in Trilogy are not in production. Until they are drilled and begin producing, the sites are being used for private open space facilities to serve neighborhood open space needs. Gibbs Ranch also has five such sites, several of which are located in the residential areas and provide the same open space opportunities. Brann Ranch has only a few gas well sites, most of which are located in areas proposed for larger open space uses.

E. Outlook

Rio Vista's relationship to the land is at the center of its character as a city. The environmentally sensitive and beautiful Montezuma Hills, which roll through much of the Planning Area, should be the primary shaper of the community's future form. To both protect and develop the landscape of the Montezuma Hills is the fundamental purpose and challenge for which this element was developed. *Figure 5-3* identifies the general locations of key hilltops, valleys, and ridgelines.

LANDS EAST OF CHURCH AND AMERADA ROADS

This portion of the Planning Area is the highest and most steeply sloped land within the city limits. The Montezuma Hills extend into these lands and display their most significant features, including natural drainageways, hillsides, and view opportunities. The preservation of landforms can create places for extensive views, natural drainage flows, public open space, and protected habitat. The edge between the existing (pre-1990) urban neighborhoods and this portion of the Planning Area has few road stubs or open space connections to roads that could be used for pedestrian, bicycle, or emergency access. This element and the Circulation & Mobility element seek to take advantage of the few opportunities to connect the existing community to future development. Hilltops create opportunities for visual connections to the existing urban center and regional landscape. The use of natural gas well sites for open space amenities, implementation of a comprehensive parks and trails system, and the application of street standards to achieve the desired balance between motorized and non-motorized travel are objectives that can be achieved to help meet community character goals for this portion of the Planning Area.

The system of natural gas wells and transmission line easements is both an opportunity for public open space and a constraint to development. The gas well drill sites require a 150-foot-radius clear zone around the well. Although the drill site itself is typically a fenced enclosure, 40 by 40 feet or less, the clear zone constrains development and provides potential for public open space. The even distribution of the well sites within the study area presents an opportunity to develop an equal distribution of neighborhood parks with convenient access to surrounding neighborhoods. To provide sufficient community or active park space that meets park and recreation standards (for example, for regulation fields), these clear zones will need to be expanded or supplemented in various areas. Although the gas transmission line easements are usable as public trail corridors or perhaps street locations, the easements divide the area into oddly shaped sections that are more difficult to subdivide. It may be possible to move these transmission lines as a part of the development process.

**Figure 5-3
KEY HILLTOPS, VALLEYS AND RIDGELINES**

0 2500
Approximate scale in feet

N
E
W
S

Key Areas

Rio Vista General Plan 2001

Opportunities exist in the area for a diverse public park and trail system. The scale of the plan area, the distribution of the natural gas system, and the location of the main drainage corridor, create an opportunity to enhance the recreational potential of the site and provide an important addition to the entire City's circulation system. The parks and trails can connect the existing urban center and the Planning Area, and aid in the preservation of habitat. The Circulation & Mobility and Open Space & Recreation elements identify a pedestrian and bicycle trail and pathway system, linking the Sacramento River to existing neighborhoods and downtown, as well as future neighborhoods, parks, and commercial centers. These opportunities are further developed in the Land Use, Resource Conservation & Management, and Public Facilities & Services elements.

LANDS WEST OF CHURCH AND AMERADA ROADS

The lands west of Church and Amerada Roads are generally flatter and have less sensitive natural resource areas than the lands east of Church Road. Only a small portion of the lands south of Highway 12 are within the city limits or urban growth boundary (UGB) (*see the Planning Constraints & Boundaries element*). The lands south of the highway therefore are expected to remain in agricultural uses for the duration of the planning period. Lands north of the highway that are within the UGB consist of Sub-Planning Areas 4 and 5 on the Rio Vista General Plan Area and Sub-Planning Areas Map (*see the discussion on "Planning Areas" in the Land Use element*). Sub-Planning Area 4 consists of the 820±-acre Marks Ranch, the site of the Trilogy senior housing development and commercial lands, plus the 320-acre each Gibbs and Brann Ranches—expected to be developed as family residential neighborhoods. The Brann and Gibbs Ranches should be designed and developed to function in an integrated manner. An elementary school and community park site, as well as potential employment, retail and commercial development, and other community facilities will be located there. (*See Land Use, Housing, Economic Development, Open Space & Recreation, and Public Facilities & Services elements, respectively.*) Sub-Planning Area 5 consists of the airport, public and restricted lands, and the future Northwest Wastewater Treatment Plant site (*see the Planning Constraints & Boundaries, Land Use, and Safety & Noise elements*).

The same conditions, opportunities, and expectations exist in Sub-Planning Area 4 as in the lands east of Church and Amerada Roads. The entire area contains pre-sited existing and future natural gas wells and mineral reserve areas that provide both challenges and opportunities for neighborhood open space and landscaping. By virtue of its private streets and recreation system, the Trilogy project uses and maintains these sites as neighborhood open spaces through the homeowners' association.

This area is expected to utilize the same neighborhood street system and standards as the area east of Church and Amerada Roads, in family housing neighborhoods, where public streets are expected. Private streets may vary from public streets in most locations.

HIGHWAY 12 CORRIDOR

Through much of Rio Vista, Highway 12 is a high-speed, two-lane roadway without pedestrian access, turn lanes, or road shoulders to provide a measure of safety. The existing commercial uses adjacent to the highway lack adequate landscaping, traffic or turn movement controls, pedestrian crossings, and even sidewalks in numerous locations. Handicapped access to

sidewalks is practically nonexistent. Although the highway is the City's "front door" and near Rio Vista's historic downtown and waterfront, few linkages connect the downtown residential and commercial uses and the highway commercial "strip."

During the series of Town Hall meetings that initiated the General Plan effort, Highway 12 was identified as one of the most significant concerns of Rio Vista residents—particularly in the areas of safety, access, and more efficient traffic movement. The General Plan update process also has identified a strong interest in providing a pedestrian and bicycle trail and pathway system, linking the Sacramento River to existing neighborhoods and downtown, as well as to future neighborhoods, parks, and commercial centers. Highway 12 often acts as a barrier between the two "halves" of Rio Vista; pedestrian crossings are particularly hazardous. This hazard poses one of the most serious obstacles to the realization of a trail system linkage. A plan must be developed for crossing Highway 12 at key locations between signalized intersections.

The environmental and aesthetic character of the Highway 12 corridor varies in different places throughout the City. From the east, the character is still largely rural as one enters the city limits; rural character is found on the south frontage, with a rural-suburban design on the north frontage next to Summerset/Trilogy. Continuing east beyond Church Road, Highway 12 traverses a series of hills and drainages before reaching Drouin Drive near the edge of the developed area. From Drouin Drive to the bridge, the existing highway commercial district dominates both sides.

Highway 12 will continue to serve as the principal bicycle corridor, as shown in the Solano Countywide Bicycle Master Plan. The Circulation & Mobility element of this General Plan shows this bicycle lane on its pedestrian and bicycle trail and pathway system (Trail and Pathways Map). Currently, the community is not linked by bicycle paths. As development proceeds, the City intends to provide trail connections along Highway 12 from the Sacramento River to existing neighborhoods and downtown, as well as to future neighborhoods, parks, and commercial centers.

CHARACTER OF STREETS

Modern street standards typically are oriented toward safe and efficient automobile travel and easy emergency vehicle access. Generally, street standards are less concerned with pedestrians, bicycles, street character, and microclimatic issues. Because streets occupy the majority of the public domain, they can be designed to serve the whole community. Traditional (narrower roadways, parkways, and street trees) rather than modern street standards should be used wherever possible. Private streets may vary from public streets in some locations. The Circulation & Mobility element establishes a performance-based public street system for future neighborhoods. Within the performance-based street system, layout can vary considerably, based on desired density or aesthetic and engineering issues. The "grain" (the overall urban character or the combined impact of block, street, lot, and house size) of the existing urban center is a model for the desired grain of the future neighborhoods. The Circulation & Mobility element includes a full discussion of street standards.

DOWNTOWN/WATERFRONT AND HISTORIC RESIDENTIAL NEIGHBORHOODS

Rio Vista's historic urban structure is a point of reference as the City grows and develops new streets and neighborhoods, particularly for those lands immediately adjacent to the pre-1990 urban edge. It is important to identify what works best about the existing community and how that knowledge can be applied to current issues and concerns. It is also important to emphasize that even Rio Vista's postwar neighborhoods exhibit several of the distinguishing characteristics of the historic pattern—they are compact, and generally grid-based neighborhoods. Some of these neighborhoods also retain the traditional tree canopy. Only the largest and most recent project, Summerset/Trilogy deviates significantly from this context—in terms of its isolation from other neighborhoods and the downtown, and in the character of the community (i.e., a gated, largely self-contained community that provides recreational facilities to its occupants). The goals and policies of this element seek a balance between successful historical patterns and the realities of current development trends—emphasizing the need for connection between new areas and old, and building on the desirable characteristics of the existing community.

Figure 5-4 shows the historical development pattern of Rio Vista. The structure of the City, particularly its historic core, is clear and easy to travel. The historic grid is oriented to the River and facilitates access to its banks—Main Street leads directly to the River's edge.

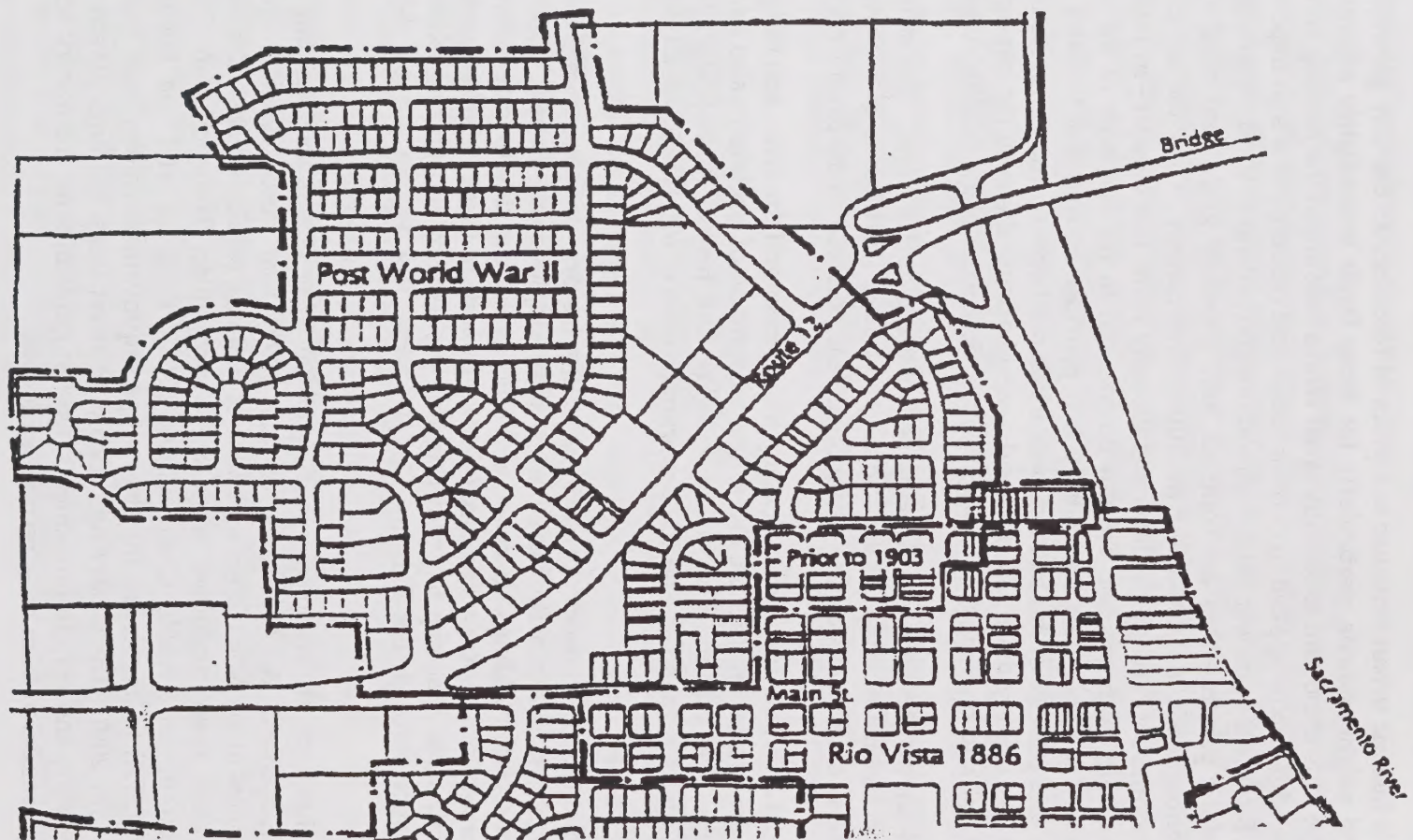
Commercial activities are organized along Main Street and the river, and the grid provides easy access to the adjacent residential areas. The recognition of landmarks also adds to the structure of the City. The continuity of the river edge, the historic drawbridge, the landform and gradients up from the river, and the panoramic views of Mt. Diablo are all part of the structure of the City.

Figure 5-5 shows the historic lot patterns in the historic residential neighborhoods. Most of these neighborhoods contain mixed uses, with single-family homes, duplexes, small multi-family units, civic buildings, churches, and schools existing side-by-side—often within the same block. Conventional zoning standards do not fit well in these neighborhoods. The Land Use element takes the first step to correcting this problem by recognizing existing neighborhood characteristics through the Existing City Districts. (See *Figures 4-2 and 4-3 in the Land Use element*.)

The City has recently completed its *City of Rio Vista Downtown Marketing and Design Study* (Jeffrey Eichenfeld & Associates et al., 1999) that recommended specific streetscape improvements along Main Street and historic building rehabilitations. Grants totaling \$900,000 recently have been confirmed from the Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Program and the Solano Transportation Authority (STA) to implement the streetscape improvements along Main Street. Completion is scheduled for 2001. The project will consist of street trees, lighting, pavement reconstruction, street furniture, and curb improvements. Design guidelines for the historic structures currently are being formulated from these recommendations.

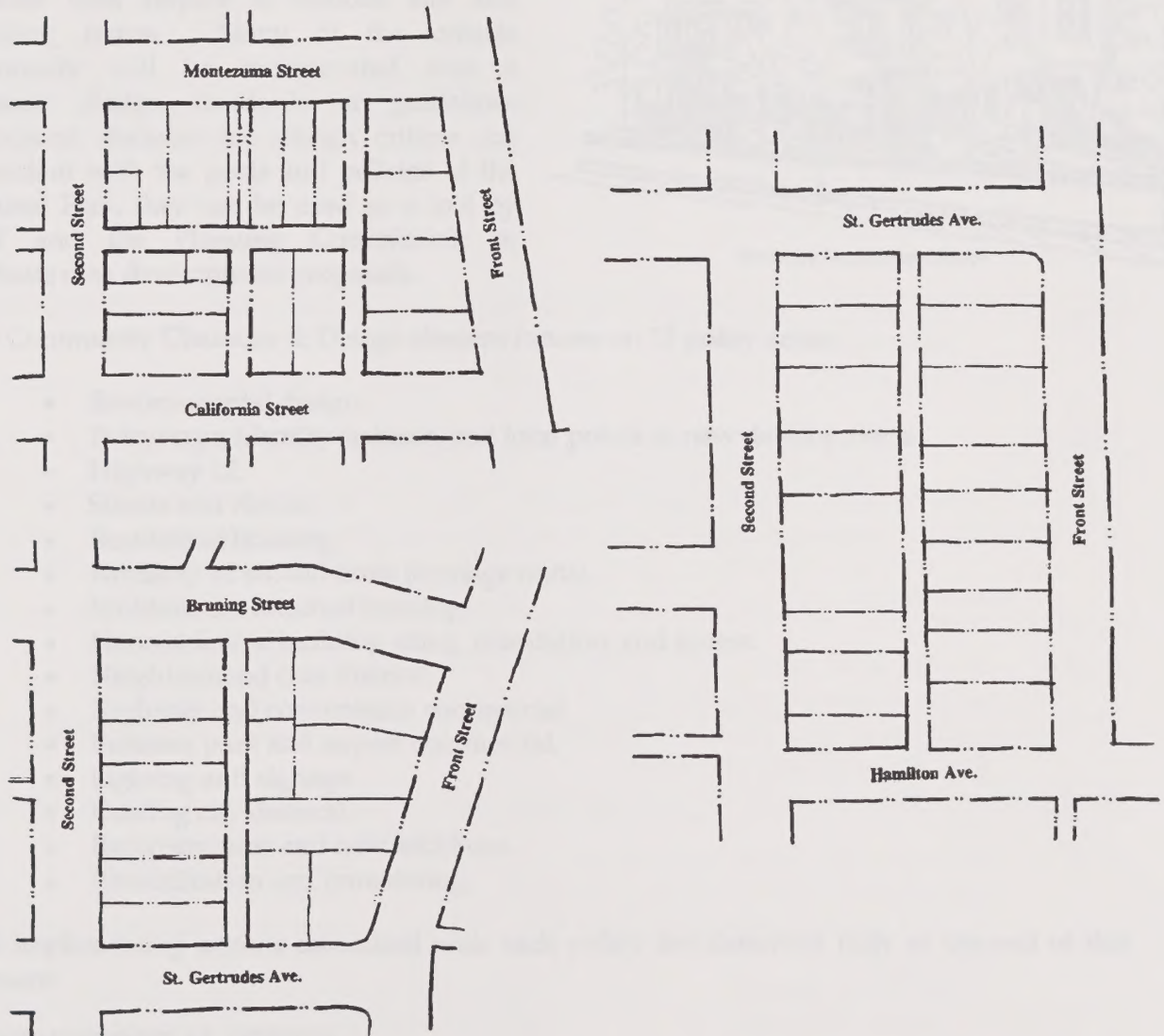
The downtown waterfront south of the Rio Vista Bridge provides an opportunity for public access and redevelopment. The areas between the river and Front Street, and from the Bridge to Main Street, are currently the subject of a design and development planning study that will produce a recommended development plan for the area.

**Figure 5-4
HISTORIC DEVELOPMENT PATTERN**



Rio Vista General Plan 2001

**Figure 5-5
HISTORIC LOT PATTERNS**



F. Goals, Policies, and Implementing Actions

Community Character & Design goals, policies, implementing actions, and design criteria stem from, and are directly intended to achieve, the related Rio Vista Principles and vision statements described in Section C above. Because policies of this element primarily are concerned with design, implementing actions are presented in the form of design criteria. These criteria are specific design statements intended to give direction for carrying out the policies with respect to various site and building issues. Many of the criteria eventually will be incorporated into a separate design standards or guidelines document. Because the design criteria are consistent with the goals and policies of the General Plan, they can be used as a tool by staff and the Planning Commission to evaluate new development proposals.



Traditional Neighborhood Design

The Community Character & Design element focuses on 15 policy areas:

- Environmental design.
- Entryways, identity features, and focal points in new developments.
- Highway 12.
- Streets and blocks.
- Residential housing.
- Ancillary or second units (carriage units).
- Multi-family attached housing.
- Nonresidential building siting, orientation, and access.
- Neighborhood core district.
- Highway and convenience commercial.
- Business park and airport commercial.
- Lighting and signage.
- Existing city districts.
- Reconstruction and new additions.
- Rehabilitation and remodeling.

The implementing actions associated with each policy are described fully at the end of this element.

ENVIRONMENTAL DESIGN

Rio Vista is a visually interesting and vibrant city, with its built environment enveloped in a naturally beautiful one. Extending along the banks of the Sacramento River, the City's riverfront remains natural in areas that extend beyond its working waterfront and active recreation spots.

The hilltops of Rio Vista, dotted with natural gas wells, are familiar landmarks that are open to outstanding views and connect the existing historic community to the larger regional landscape.

The valleys form an effective natural drainage system that manages storm runoff and provides corridors for public trails and wildlife. Preservation of key hilltops and valleys allows this natural system to become a useful and beneficial public resource, benefiting the overall health of the community.

The preservation and development of habitat is central to a healthy, low-maintenance open space system. Natural drainage corridors have a greater carrying capacity. By slowing runoff, these corridors reduce erosion and the risk of flooding. Native, drought-tolerant plants fit the character of the landscape, reduce maintenance and irrigation costs, and contribute to the habitat value of the open space system.

Goals, policies, and implementation measures, including design criteria, that relate to these key resources and the opportunities they represent, are stated mainly in three Elements: Chapter 5, Community Character and Design; Chapter 9, Open Space and Recreation; and Chapter 10, Resource Conservation and Management.

GOAL 5.1 TO RESPECT THE CHARACTER OF THE EXISTING LANDFORM AND THE NATURAL DRAINAGE PATTERNS.

Policy		Implementing Action	
5.1.A	The City shall protect natural drainage flows to the greatest extent possible.	CD-1	<i>Environmental/Visual Constraints Map</i>
		CD-2	<i>Environmental Design Criteria</i>
5.1.B	The City shall ensure that natural creek beds and watercourses remain undisturbed for a minimum distance of 20 feet from the top of the bank.	CD-1	<i>Environmental/Visual Constraints Map</i>
		CD-2	<i>Environmental Design Criteria</i>
5.1.C	The City shall protect key hilltops, valleys, and watercourses from mass grading. See also policies of Goals 10.5, 10.6 and 10.11.	CD-1	<i>Environmental/Visual Constraints Map</i>
		CD-2	<i>Environmental Design Criteria</i>

GOAL 5.2 TO WEAVE THE NATURAL FEATURES OF RIO VISTA INTO THE URBAN FABRIC FOR PUBLIC USE.

Policy		Implementing Action	
5.2.A	The City shall integrate natural gas well sites and transmission line easements into the public parks and open space system.	CD-2	<i>Environmental Design Criteria</i>
		CD-3	<i>Parks Master Plan</i>
		CD-4	<i>Trails and Pathways Map</i>
5.2.B	The City shall preserve key hilltops for public use and views.	CD-1	<i>Environmental/Visual Constraints Map</i>
		CD-2	<i>Environmental Design Criteria</i>
		CD-3	<i>Parks Master Plan</i>
		CD-4	<i>Trails and Pathways Map</i>

GOAL 5.3 TO DEVELOP AN INTERCONNECTED PUBLIC PARK AND OPEN SPACE SYSTEM.

Policy		Implementing Action	
5.3.A	The City shall require the development of trail connections between public parks and open space to the greatest extent feasible.	CD-2	<i>Environmental Design Criteria</i>
		CD-3	<i>Parks Master Plan</i>
		CD-4	<i>Trails and Pathways Map</i>

GOAL 5.4 TO PROTECT AND DEVELOP NATIVE HABITAT AND CREATE A VARIETY OF RECREATIONAL EXPERIENCES.

Policy		Implementing Action	
5.4.A	The City shall require development projects to incorporate native habitat, trails, and parks into the site design to the greatest extent feasible.	CD-1	<i>Environmental/Visual Constraints Map</i>
		CD-2	<i>Environmental Design Criteria</i>
		CD-3	<i>Parks Master Plan</i>
		CD-4	<i>Trails and Pathways Map</i>

GOAL 5.5 TO BUILD A STRONG AND USABLE PUBLIC TRAIL SYSTEM.

Policy		Implementing Action	
5.5.A	The City shall integrate streets and trails into a multi-modal transportation network that serves the whole community.	CD-2	<i>Environmental Design Criteria</i>
		CD-3	<i>Trails and Pathways Map</i>

ENTRYWAYS, IDENTITY FEATURES, AND FOCAL POINTS IN NEW DEVELOPMENTS

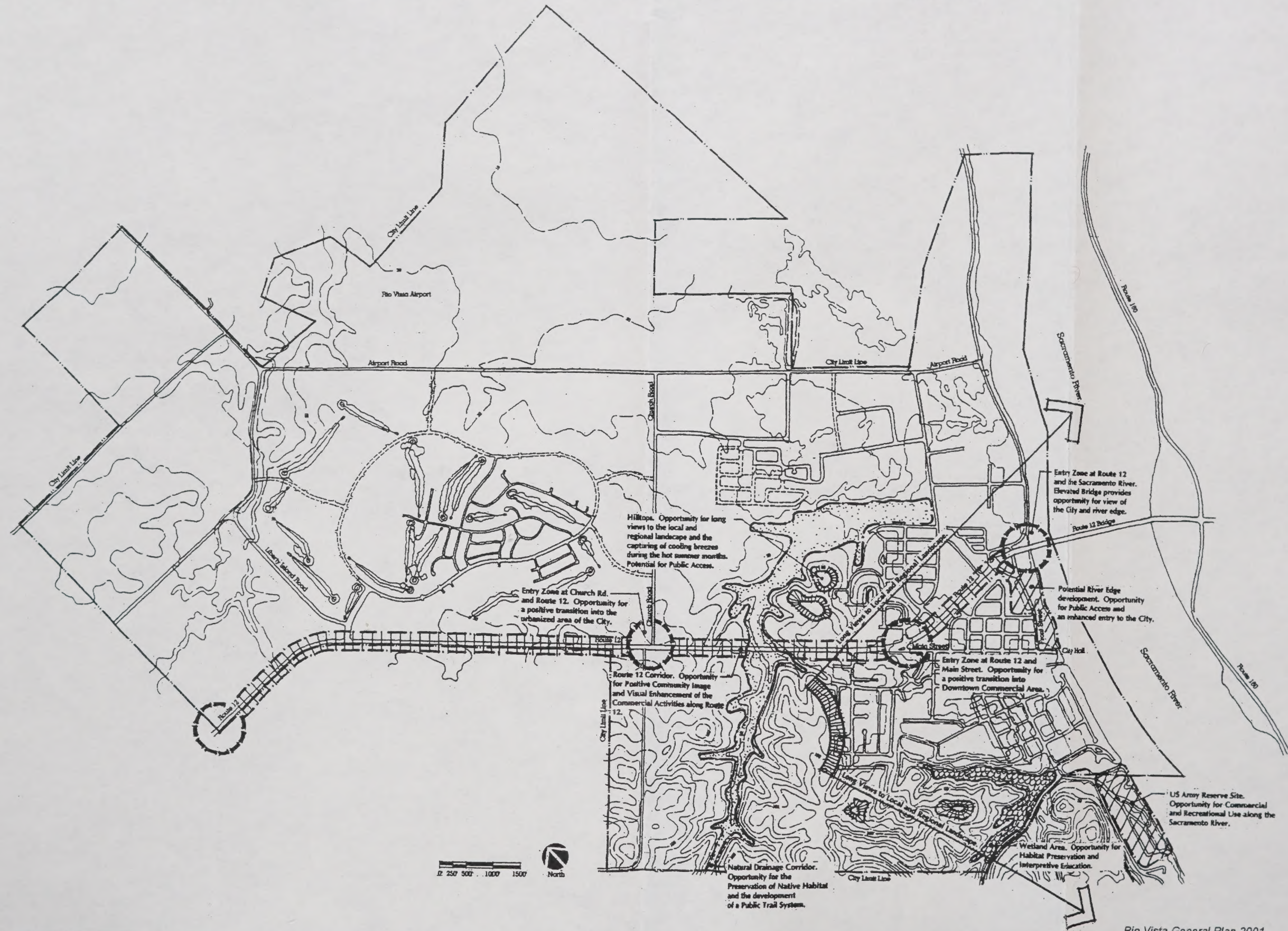
Rio Vista gains its identity largely through the views that are perceived by its residents and visitors to the City. The community recognizes the importance of its identity and is committed to creating a special environment. Several distinctive features define Rio Vista, such as the Rio Vista Bridge, the waterfront, the historic downtown, and the City's traditional neighborhoods. These features, along with numerous other landmarks and unique areas, can be preserved and enhanced through a comprehensive approach to community design.

The City can continue to build a strong, appealing image by providing policy direction that emphasizes enhancing the community's inherent physical qualities and values. The policies presented below will facilitate creation of a memorable City image by defining the entries to Rio Vista, preserving City landmarks, and encouraging distinctive private development. An opportunities map for community entryways, identity features, and landmarks is shown in *Figure 5-6*.

GOAL 5.6 TO CREATE A STRONG SENSE OF COMMUNITY IDENTITY.

Policy		Implementing Action	
5.6.A	The City shall establish a hierarchy of community features and focal points, as shown in <i>Figure 5-6</i> .	CD-5	<i>Community Design Criteria</i>
5.6.B	The City shall ensure that community features are placed at key gateways or entries along Highway 12.	CD-5	<i>Community Design Criteria</i>

Figure 5-6
COMMUNITY ENTRYWAYS, IDENTITY FEATURES AND LANDMARKS





Map of the Community Entryways

Map of the Community Entryways

Map of the Community Entryways

Map of the Community Entryways

Map of the Community Entryways

Map of the Community Entryways

Policy	Implementing Action
5.6.C For secondary entryways that are considered important, but not primary entries for residents and visitors, the City shall locate them on Airport Road, Montezuma Hills Road-Second Street, Beach Street, and Front Street.	CD-5 <i>Community Design Criteria</i>

GOAL 5.7 TO CREATE COMMUNITY LANDMARKS AND FOCAL POINTS AT STRATEGIC AND IMPORTANT ACTIVITY CENTERS.

Policy	Implementing Action
5.7.A The City shall incorporate community landmarks and focal points into community and neighborhood parks, linear pathway intersections, and commercial areas in the Existing City and Neighborhood Core Districts.	CD-5 <i>Community Design Criteria</i>
5.7.B The City shall ensure that structures at corners of major intersections, dominant buildings in a cluster or complex, and central gathering places become community landmarks. The City shall ensure that these structures are designed to provide definition and identity to the community and individual neighborhood through the use of significant building features and landscaping.	CD-5 <i>Community Design Criteria</i>
5.7.C The City shall ensure that special landscaping treatment, textured paving, monuments, or community identity signage is placed at primary access points in order to defined project areas, major and minor street intersections; and at mid-block points for longer residential blocks.	CD-5 <i>Community Design Criteria</i>

Policy	Implementing Action
5.7.D The City shall require developers to create core commercial landmarks with the use of building features at key locations and the creation of central plazas and open space courtyards, which would provide an internal focus for any commercial or mixed-use project.	CD-5 <i>Community Design Criteria</i>
5.7.E The City shall ensure that developers incorporate such building features as clock towers, steeples, and cupolas into new structures at key focal points.	CD-5 <i>Community Design Criteria</i>

HIGHWAY 12

Highway 12 is the principal corridor through the City of Rio Vista. This highway serves as the entrance from the east—over the Rio Vista Bridge, and from the west— through the Montezuma Hills. Since most travelers pass through the City on Highway 12, facilitating well-designed development along this corridor is key to establishing a desirable community image.

GOAL 5.8 TO CREATE A STRONG SENSE OF ENTRY INTO THE CITY ALONG HIGHWAY 12.

Policy	Implementing Action
5.8.A The City shall emphasize separation of local and through traffic in Highway 12 improvements and measures that slow motorists as they enter the city.	CD-6 <i>Highway 12 Corridor Design Criteria</i>
5.8.B The City shall construct traffic islands and street planting in order to provide a strong transition between through and local traffic.	CD-6 <i>Highway 12 Corridor Design Criteria</i>
5.8.C The City shall preserve existing terrain and grades to the greatest extent possible.	CD-6 <i>Highway 12 Corridor Design Criteria</i>

Policy	Implementing Action	
5.8.D	The City shall preserve the rural and rolling hillside and valley character of the Highway 12 corridor to the greatest extent possible.	CD-6 <i>Highway 12 Corridor Design Criteria</i>
5.8.E	The City shall initiate a corridor design process that includes all stakeholders (private landowners and developers, Caltrans, the Highway 12 Association, local residents, and business owners) to create an appropriate standard for future expansion throughout the corridor and more immediate improvements between Drouin Drive and the Rio Vista Bridge.	CD-6 <i>Highway 12 Corridor Design Criteria</i>
5.8.F	The City shall ensure that development encroaches as little as possible on sensitive areas adjacent to Highway 12.	CD-6 <i>Highway 12 Corridor Design Criteria</i>

STREETS AND BLOCKS

The guiding principle of the City's circulation system is linking the community. Streets should be designed to unite the areas targeted for new development with the existing urban center. The street system should safely and efficiently link the neighborhoods, public facilities, and commercial uses of the Plan area in a manner that will serve the entire community.

Some of the older neighborhoods of Rio Vista are good models for street design. Traditional grid patterns, alleys to the rear of residences, and the scale of streets promote a pedestrian-friendly environment while also allowing efficient movement of motorized vehicles throughout a neighborhood.

Deciduous street trees create shade in summer, keep the pavement cool, and allow solar access during colder winter months. Trees soften the street and define corridors of use. Street trees are essential in making streets beautiful and livable.

These traditional neighborhood street design concepts are a key component of the General Plan's vision for future development. To the extent practicable, the City seeks to preserve and promote this circulation concept throughout the urbanized area.

GOAL 5.9 TO CREATE SAFE, ATTRACTIVE STREETS THAT SERVE THE ENTIRE COMMUNITY.

Policy		Implementing Action	
5.9.A	The City shall create street patterns that provide pedestrian opportunities, variety, and visual interest.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.B	The City shall interconnect the neighborhood street pattern at numerous points in a traditional village system in order to avoid a concentration on major streets of vehicles and pedestrians associated with internal neighborhood trips.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.C	The City shall discourage long, unbroken blocks; interruptions of pathways to logical destinations; or other design elements that discourage pedestrian circulation in favor of the automobile for internal trips.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.D	The City shall use deciduous street trees in order to create a shaded environment in summer and to define the clear separation of uses.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.E	The City shall ensure that primary pedestrian accesses (i.e., front doors) to all single-family and most multi-family residences face a public street or pathway in order to orient residences to public areas, rather than to interior blocks or parking lots.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.F	The City shall ensure that clustered and attached housing units front privately maintained common greens or – if present – access ways, where a public street or pathway is not accessible.	CD-7	<i>Streets and Blocks Design Criteria</i>

Policy		Implementing Action	
5.9.G	The City shall maintain safety along major streets by the use of frontage drives paralleling the major street or extensive landscaped pedestrian pathway corridors.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.H	Where feasible, the City shall ensure that developments are designed so that a neighborhood street or pathway abuts the nonresidential site on at least one side adjacent to the residential neighborhood.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.I	The City shall ensure that all homes within a neighborhood are connected by minor streets and pedestrian corridors to community civic areas, schools, parks, workplace, and commercial areas.	CD-7	<i>Streets and Blocks Design Criteria</i>
5.9.J	The City shall ensure wherever feasible that no resident is forced to travel on an arterial street in order to access a neighborhood park, community facility or neighborhood-serving retail use within ¼-mile from home.	CD-7	<i>Streets and Blocks Design Criteria</i>

GOAL 5.10 TO INCLUDE PEDESTRIANS AND BICYCLES AS A CENTRAL ELEMENT IN THE STREET SYSTEM DESIGN.

Policy		Implementing Action	
5.10.A	The City shall ensure that subdivision design facilitates walking and bicycling and discourages short auto trips.	CD-7	<i>Streets and Blocks Design Criteria</i>

Policy		Implementing Action	
5.11.C	The City shall achieve visual interest through a variety of architectural elements.	CD-8	<i>Residential Housing Design Criteria</i>
5.11.D	The City shall ensure that all elevations of a building have consistent architectural treatments, although one or more elevations may be emphasized. Generally, the same treatment used on the front elevation will continue around the sides far enough to provide a finished appearance from the street.	CD-8	<i>Residential Housing Design Criteria</i>
5.11.E	The City shall ensure that carports, garages, and other accessory structures incorporate the architectural theme of the main building, including roof line and materials.	CD-8	<i>Residential Housing Design Criteria</i>
5.11.F	The City shall ensure that building entries receive special design treatment to provide a balanced sense of security and privacy.	CD-8	<i>Residential Housing Design Criteria</i>
5.11.G	The City shall ensure that primary entries occur at frequent intervals along the street.	CD-8	<i>Residential Housing Design Criteria</i>
5.11.H	The City shall ensure that primary entries are accented by the building's architecture, preferably with a vertical feature such as a gable roof element or entry porch. The City will require parking areas to be placed behind multi-family structures, rather than adjacent to the public street wherever possible.	CD-8	<i>Residential Housing Design Criteria</i>

GOAL 5.12 TO ENSURE THAT THE ARCHITECTURAL CHARACTER OF NEW NEIGHBORHOODS REFLECTS ELEMENTS OF HISTORIC RESIDENTIAL STYLES IN A MODERN CONTEXT.

Policy		Implementing Action	
5.12.A	The City shall ensure that each neighborhood provides a variety of styles and architectural elements, including front and side porches, bay windows, roof lines, front door entrances, massing, and facade detailing.	CD-8	<i>Residential Housing Design Criteria</i>
5.12.B	The City shall ensure that features and exterior colors vary from house to house along a street. The City shall ensure that significant changes in massing and rooflines are incorporated in elevations of the same floor plan in order to avoid a “tract” appearance.	CD-8	<i>Residential Housing Design Criteria</i>
5.12.C	The City shall ensure that residential building design reflects a variety of forms—not only the addition of finishes to uncreative building “boxes.”	CD-8	<i>Residential Housing Design Criteria</i>
5.12.D	The City shall ensure that exterior materials and architectural maintain a consistent and harmonious relationship and that frequent changes in materials are avoided.	CD-8	<i>Residential Housing Design Criteria</i>

ANCILLARY OR SECOND UNITS (CARRIAGE UNITS)

Ancillary units are second dwelling units on the same lot as a single-family home, variously known as “carriage houses” and “granny flats.” Carriage houses are ancillary units, typically built over detached garages. Carriage houses and other ancillary units help to provide affordable housing opportunities. These units support both pedestrian activity and transit use, by increasing the overall density of an area while maintaining its single-family character and ownership patterns. “Granny units” can be rented to offset housing costs for the primary unit, they can provide needed space for teens or elderly family members, and they can furnish additional studio or office space. As a source of affordable rental housing, these units avoid the

“institutional” character of many apartment projects and the segregation of lower income residents.

GOAL 5.13 TO PROVIDE ADDITIONAL HOUSING OPPORTUNITIES BY INTEGRATING WELL-DESIGNED SECONDARY UNITS INTO RESIDENTIAL NEIGHBORHOODS.

Policy		Implementing Action	
5.13.A	The City shall require that secondary units are consistent with the architectural theme of the main residence, including roof line and materials.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>
5.13.B	The City shall require that parking for ancillary units is designed in order to avoid affecting neighborhood traffic safety or impairing useful open space (yard area) of the lot.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>
5.13.C	The City shall require that ground-floor units adjacent to a street orient living spaces toward the street, rather than toward internal parking areas.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>
5.13.D	The City shall require that secondary units can be accessed directly from the street wherever possible.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>

MULTI-FAMILY ATTACHED HOUSING

The City expects that the Existing City and Neighborhood Core Districts will contain some attached housing, such as multiple family apartments or condominiums. This medium- to high-density housing is intended to achieve the City's goals and objectives for housing, land use, and circulation and mobility. Multi-family attached housing may include more than one family unit in the same building, occupied without restrictions on property ownership or the relationship of occupants.



GOAL 5.14 TO INCLUDE MULTI-FAMILY HOUSING AS AN INTEGRAL PART OF A MIXED-USE SCENARIO IN THE DOWNTOWN COMMERCIAL DISTRICT, WHERE INTENSITY OF DEVELOPMENT SHOULD BE HIGHEST.

Policy	Implementing Action
5.14.A The City shall ensure that primary entries to both ground- and upper-floor units adjacent to a street or plaza are visible from the street or plaza wherever possible and shall allow secondary building entries to face parking areas or internal open spaces.	CD-10 <i>Multi-Family Unit Design Criteria</i>
5.14.B The City shall ensure that building facades (including side or rear elevations) that face entry drives, public streets, or common open space are treated to provide architectural interest and orientation to the street or open space.	CD-10 <i>Multi-Family Unit Design Criteria</i>
5.14.C The City shall require that each multi-family residential unit have directly accessible, usable open space. This requirement shall not include parking areas, driveways, front yards, or buildings but may include recreation centers, decks, patios, or roofs with open space areas.	CD-10 <i>Multi-Family Unit Design Criteria</i>

NONRESIDENTIAL BUILDING SITING, ORIENTATION, AND ACCESS

Siting and orientation are as important for nonresidential buildings as for residential structures. Proper placement of office and commercial structures in relation to the surrounding development and roadways can facilitate pedestrian activity and reduce dependence on the automobile. In traditional neighborhoods and downtowns, the placement of businesses on the street—adjacent to a wide sidewalk—encourages easy pedestrian access from nearby neighborhoods and businesses, as well as access by vehicle. By contrast, modern centers typically turn unattractive “back doors” to the street and sidewalk, while their storefronts face internally toward the parking lots. They are located at intersections of arterials or major collector streets with few, if any, direct connections to adjacent neighborhoods. Even though strip centers and individual commercial uses frequently abut each other, direct connections do

not exist between them. Consequently, cars are forced to back out onto the frontage street in order to access an adjacent center.

The General Plan policies and design criteria recognize that modern commercial centers need high visibility, necessitating locations at major intersections. However, the Nonresidential Design Criteria encourage the internal creation of a "Main Street" appearance, requiring building fronts to be oriented toward at least one street or plaza and away from parking lots. Linkages for both vehicles and pedestrians are to be created between commercial uses and residential neighborhoods, multi-family buildings, and plazas.

GOAL 5.15 TO DEVELOP ATTRACTIVE NONRESIDENTIAL DISTRICTS THAT ENCOURAGE PEDESTRIAN ACTIVITY AND PROVIDE MULTI-MODAL ACCESS FROM NEARBY NEIGHBORHOODS AND BUSINESS CENTERS.

Policy	Implementing Action
5.15.A The City shall ensure that all nonresidential buildings front on adjacent streets and create a pedestrian orientation wherever possible.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.B Where building orientation on the street is not feasible, the City shall require that businesses have landscaped setbacks from adjacent streets.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.C The City shall ensure that new structures are complementary to (and not clash with) existing structures.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.D The City shall require that all loading, delivery and storage areas, and mechanical and utility equipment are screened from views on public streets and pedestrian corridors.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.E Where nonresidential buildings are sited close to a residential area, the City shall ensure that their scale and character complement the adjacent neighborhood.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>

Policy	Implementing Action
5.15.F The City shall require that site design and architecture protects the privacy of adjacent developments.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.G Where backyards and parking and loading areas abut, the City shall require landscape buffers and walls between residential and nonresidential uses.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.H The City shall require that pedestrian access between parking lots is provided.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.I The City shall require that nonresidential development that abuts a residential neighborhood street provides both pedestrian and vehicular access to and from that street.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.J The City shall require that side and rear facades of buildings are treated with the same quality of design and materials as the front elevations.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>
5.15.K Where location of a parking area or lot directly adjacent to a public street cannot be avoided, the City shall require that cars are screened from view by berms, walls, hedges, dense plantings, or a combination of these features.	CD-11 <i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>

EXISTING CITY DISTRICTS

As described in the Land Use element, the Existing City Districts land use designation includes the Downtown/Waterfront, Historic Residential, Multi-Family Residential, and Edgewater Neighborhood. The City envisions the commercial core area within this district to be developed in a manner consistent with the recommendations of the *Rio Vista Downtown Marketing and Design Study* (Jeffrey Eichenfeld & Associates et al., 1999) The plan emphasizes attractive storefronts in a pedestrian-friendly environment.



GOAL 5.16 TO DEVELOP AN ATTRACTIVE COMMERCIAL CORE WITHIN EXISTING CITY DISTRICTS THAT ENCOURAGES PEDESTRIAN ACTIVITY AND PROVIDES MULTI-MODAL ACCESS FROM NEARBY NEIGHBORHOODS AND BUSINESS CENTERS.

Policy	Implementing Action	
5.16.A	In order to foster pedestrian activity and linkages, the City shall require that commercial buildings either are oriented to an adjacent street or create an internal street orientation.	CD-12 <i>Neighborhood Core District Design Criteria</i>
		CD-13 <i>Downtown Marketing and Design Study</i>
5.16.B	To the extent feasible, the City shall ensure that commercial parking lots are located to the rear of buildings rather than the front, although storefronts may face both a street and a parking area.	CD-12 <i>Neighborhood Core District Design Criteria</i>
		CD-13 <i>Downtown Marketing and Design Study</i>
5.16.C	The City shall incorporate street trees, arcades, and plazas into street and building designs to create a pleasant pedestrian environment.	CD-12 <i>Neighborhood Core District Design Criteria</i>
		CD-13 <i>Downtown Marketing and Design Study</i>
5.16.D	The City shall require that rear parking areas are configured in order to create clearly defined pedestrian linkages to building entrances.	CD-12 <i>Neighborhood Core District Design Criteria</i>
		CD-13 <i>Downtown Marketing and Design Study</i>

Policy		Implementing Action	
5.16.E	The City shall consider reducing parking requirements for individual uses that demonstrate the existence of an overlap of parking demand for the overall commercial complex.	CD-12	<i>Neighborhood Core District Design Criteria</i>
5.16.F	Where commercial centers or office complexes abut each other, the City shall require both vehicular and pedestrian connections between parking areas and buildings in order to minimize vehicle turn movements onto major streets.	CD-12	<i>Neighborhood Core District Design Criteria</i>

HIGHWAY AND CONVENIENCE COMMERCIAL

Several small commercial centers are located at major intersections of Highway 12 and along arterials, adjacent to or behind residential or office and industrial areas. It is expected that these smaller commercial centers will accommodate small commercial uses, such as convenience markets, cafes or coffee shops, dry cleaners, gas stations, office service and support, video stores, and other service-oriented businesses. The General Plan provides design guidelines to avoid random placement and design of highway and convenience commercial structures, to facilitate non-motorized access to businesses, and to create aesthetically pleasing commercial corridors along heavily traveled routes through town.

GOAL 5.17 TO PROVIDE ATTRACTIVE HIGHWAY COMMERCIAL DEVELOPMENT THAT ALLOWS FOR SAFE AND CONVENIENT ACCESS.

Policy		Implementing Action	
5.17.A	The City shall ensure that commercial development reflects a human scale, with abundant use of landscaping, entries, courtyards, and parking plazas.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>
5.17.B	The City shall require that pedestrian and vehicular linkages to adjacent neighborhoods are provided in highway commercial developments.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>

Policy		Implementing Action	
5.17.C	The City shall require that convenience commercial buildings that are located adjacent to or within residential neighborhoods are compatible with the pedestrian scale and orientation of the neighborhood.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>
5.17.D	The City shall require that primary and main entrances are oriented toward the highway or arterial street on which it is sited.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>
5.17.E	The City shall require that pedestrian and vehicular access are provided by businesses adjacent to sites where commercial, office, or multi-family residential development is planned or existing.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>
5.17.F	The City shall establish controlled pedestrian crossings on Church Road as part of the overall Core Commercial entry area.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>

BUSINESS PARK AND AIRPORT COMMERCIAL

Large areas of nonresidential uses are located generally on both sides of Airport Road and in the Liberty Island and Canright Road areas. These businesses combine office, airport-related commercial, and limited industrial uses. In some areas, the intensity of these uses is significantly affected by the *Rio Vista Airport/Land Use Compatibility Plan* (Solano County Airport Land Use Commission, 1988). In various land use districts in the Planning Area, sites may be developed for public and quasi-public uses, such as churches or community centers.

GOAL 5.18 TO CREATE A MULTI-MODAL ENVIRONMENT IN THE VICINITY OF THE BUSINESS PARK AND AIRPORT.

Policy		Implementing Action	
5.18.A	The City shall ensure that office, business park, airport commercial, industrial, and employment uses are developed in a manner that achieves pedestrian orientation and are sited for ease of access.	CD-15	<i>Business Park and Airport Commercial Design Criteria</i>
		CD-16	<i>Airport/Land Use Compatibility Plan</i>

LIGHTING AND SIGNAGE

Copying design elements that are indistinguishable from those in many other locations can quickly erode Rio Vista's identity as a unique place and community. Lighting and signage are key design elements that can help Rio Vista retain its feel of an older or traditional downtown, while continuing to function as a modern community.

GOAL 5.19 TO INCORPORATE LIGHTING AND SIGNAGE ELEMENTS INTO A COMMUNITY DESIGN THAT RETAINS THE TRADITIONAL CHARACTER OF RIO VISTA.

Policy		Implementing Action	
5.19.A	The City shall ensure that an accumulation of "franchise" structures competing for the attention of passing traffic is avoided.	CD-17	<i>Lighting and Signage Design Criteria</i>
5.19.B	The City shall ensure that corporate logos and images are designed into structural elements that relate to the community as a place.	CD-17	<i>Lighting and Signage Design Criteria</i>
5.19.C	The City shall ensure that the view of onsite lighting is shielded from those outside the premises to the greatest extent feasible.	CD-17	<i>Lighting and Signage Design Criteria</i>

5.19.D	The City shall minimize illumination of the night sky to the greatest extent feasible.	CD-17	<i>Lighting and Signage Design Criteria</i>
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DOWNTOWN/WATERFRONT AND HISTORIC RESIDENTIAL NEIGHBORHOODS

The residential structures in the downtown and waterfront and historic neighborhoods generally are intact and relatively unchanged from the time of construction. Most structures still exhibit the majority—if not all—of the original architectural elements and details that make them unique. The historic character of these structures and neighborhoods should be preserved and enhanced. Blanket or prescriptive zoning regulations that are not compatible with the density or design characteristics of these neighborhoods should be replaced with a historic district that provides appropriate land use and design policies and criteria. Historic character and design issues are addressed by the following policies and criteria. (*See the Land Use element for a discussion of land use policies and actions.*)

GOAL 5.20 TO PRESERVE THE CHARACTER OF RIO VISTA'S HISTORIC DISTRICT.

Policy		Implementing Action	
5.20.A	The City shall require that new and remodeled commercial structures are consistent with downtown's historic character and building scale.	CD-18	<i>Downtown/Waterfront and Historic Residential Design Criteria</i>

RECONSTRUCTION AND NEW ADDITIONS

GOAL 5.21 TO ENSURE THAT RECONSTRUCTION AND NEW ADDITIONS ENHANCE RATHER THAN DETRACT FROM THE SURROUNDING NEIGHBORHOOD.

Policy		Implementing Action	
5.21.A	The City shall ensure that new buildings and additions are constructed to a height, massing, and scale that bear a reasonable relationship to adjacent buildings.	CD-19	<i>Reconstruction and New Additions Design Criteria</i>

REHABILITATION AND REMODELING

GOAL 5.22 TO ENSURE THAT THE DISTINGUISHING QUALITIES AND ORIGINAL CHARACTER OF A BUILDING, STRUCTURE, OR SITE AND ITS ENVIRONMENT ARE NOT DESTROYED.

Policy	Implementing Action		
5.22.A	The City shall ensure that remodeling and rehabilitation of existing structures preserve and enhance the historic character of the structure to the greatest extent feasible.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>
5.22.B	The City shall discourage alterations with no historic basis or that seek to create an appearance from an earlier or later historic period.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>
5.22.C	The City shall ensure that distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site are treated with sensitivity.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>
5.22.D	The City shall ensure that deteriorated architectural features are repaired, rather than replaced, whenever feasible.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>
5.22.E	The City shall ensure that demolitions of historic structures are considered a "last-resort" remedy for buildings in such disrepair that they are beyond rescue and are creating blight and threatening public health and safety. Prior to any demolition, the City shall ensure that the neighborhood interest will be served best by removal and that demolition is the only reasonable course of action.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>

GOAL 2.2: TO RESEARCH THE EFFECTS OF THE RESEARCH ON THE RESEARCHER'S RESEARCH

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G. Implementing Actions for Community Character & Design (CD)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Community Character & Design element. These implementation measures should be utilized in conjunction with the policies and implementation measures in other Elements, particularly those in Chapter 10, Resource Conservation and Management.

CD-1 ENVIRONMENTAL/VISUAL CONSTRAINTS MAP (Proposed)

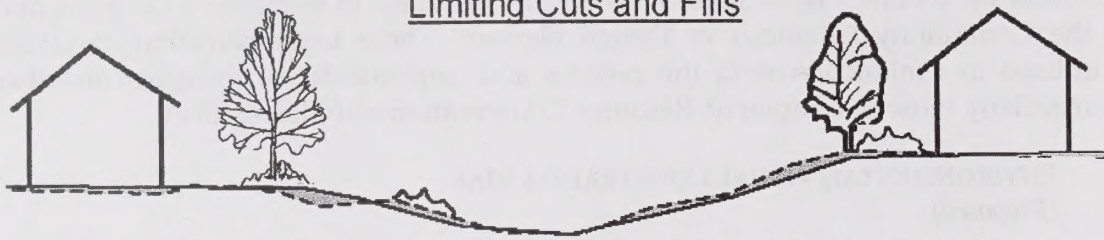
The City will require with each development proposal an environmental and visual constraints map, based on the findings of the project-specific biological resources assessment and consistent with the General Plan goals and policies. These maps should consider the potential open space opportunities illustrated in *Figure 5-3* and *10-2*, showing key hilltops, valleys, and sensitive areas.

CD-2 ENVIRONMENTAL DESIGN CRITERIA (Proposed)

The hilltops, ridgelines, valleys, drainage corridors offer a variety of outstanding community benefits as the community develops adjacent to these sensitive environmental areas. The preservation of these significant environmental resources presents a unique opportunity for public access and enjoyment that is otherwise impossible to create. By protecting and utilizing these key resources, Rio Vista can create an exceptional public and environmental benefit of lasting significance to the community.

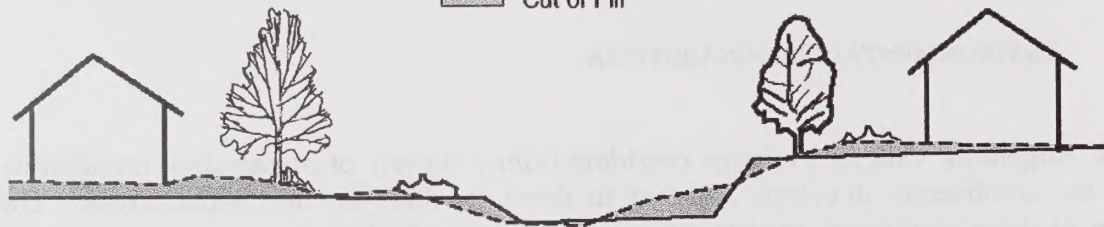
1. Where feasible the City will require developers to minimize the creation of engineered drainage channels that concentrate runoff and damage natural drainage patterns. Runoff should be directed into vegetated valleys to allow for greater absorption of storm water into the water table.
2. Key hilltops (landforms), valleys, and sensitive areas are identified in *Figure 5-3*. The City will require the development design and review process to incorporate these features into the project as follows:
 - **Key hilltops (landforms).** Sufficient natural slope and contours should remain to retain the view of the landform from nearby streets and public areas as an easily identifiable natural landmark.
 - **Valleys.** Engineered cut or fill along banks should be avoided so that natural drainage retention and opportunities remain for trails at the top of the bank. The valley should not be substantially altered from its natural form and direction.
 - Refer to *Figure 5-7* for illustration of the preferred developed condition.
3. The City will require the submittal of vegetation protection and restoration plans as part of the development review process.

Figure 5-7
GRADING GUIDELINES
Limiting Cuts and Fills



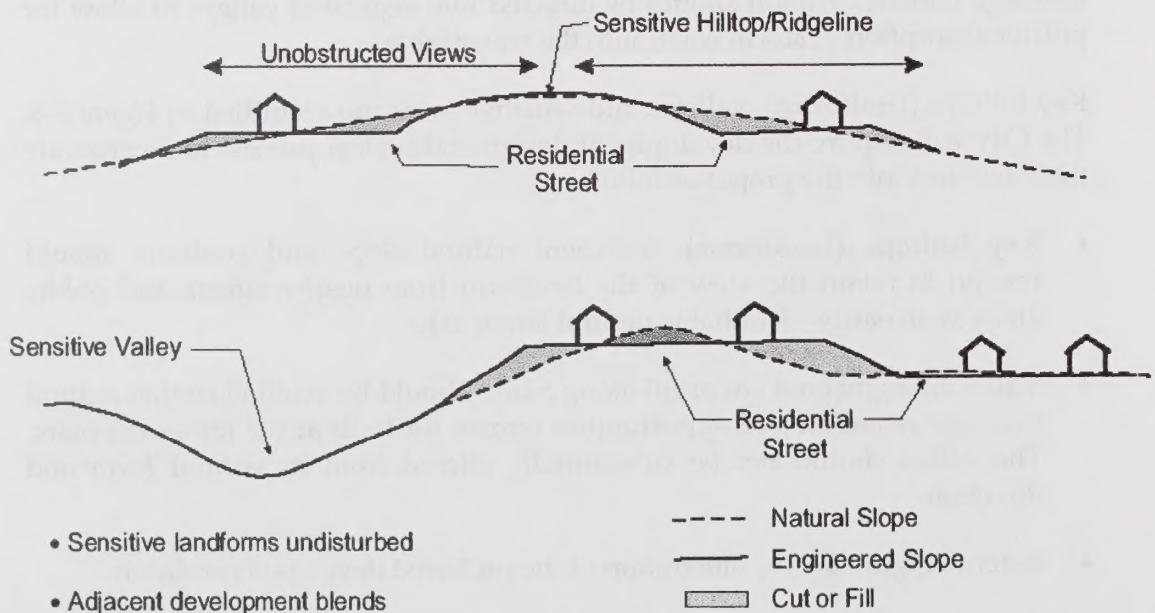
Preferred Method: Limit cuts and fills to maintain natural contours to the greatest extent feasible.

--- Natural Contour
 — Graded Contour
 [Shaded Area] Cut or Fill



Discouraged Method: Excessive cuts and fills disrupt the site's natural contours.

Slope Treatment



Rio Vista General Plan 2001

4. Natural gas well reserve sites should be developed as usable open space or neighborhood visual amenities. Opportunities for the development of natural gas well sites as park facilities are discussed in the Open Space & Recreation element.

CD-3 PARKS MASTER PLAN
(Proposed)

The City will prepare a Parks Master Plan prior to or concurrent with project approvals associated with the proposed large development projects. This plan will identify community park sites, trails, and open space areas so that the City can work with developers to create an integrated system well in advance of subdivision development.

CD-4 TRAILS AND PATHWAYS MAP
(To be adopted as part of this General Plan)

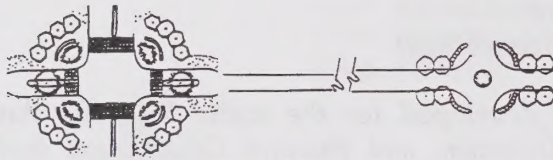
A comprehensive trails system will be developed for the entire Planning Area (*also see Circulation & Mobility, Open Space & Recreation, and Resource Conservation & Management elements*). A Trails Master Plan should provide the means of finding and setting priorities for trail development. This General Plan has established a Trails and Pathways Map in the Circulation & Mobility element (*see Figure 8-6*). The City will require design review of any development within or alongside an area with a proposed trail as identified on the adopted Trails and Pathways Map.

CD-5 COMMUNITY DESIGN CRITERIA
(Proposed)

1. Community identity features and landmarks are to be included, as shown in Figure 5-6.
2. The primary entry points into the community will be located on Highway 12, River Road, Main Street, and near the Helen Madere Bridge (commonly referred to as the Rio Vista Bridge). At these entry points, distinctive landscaping and identity signage will establish a unifying identity for the entire community.
3. Median or triangle treatments may be included as a design element for the entryways.
4. Project identity signage should be used to provide consistent design identity, with the major entry features as unifying elements.
5. Special identity features may be created for downtown and Old Town entries.
6. For major intersections of arterials, collectors, and primary streets, each entry or connection into a distinct neighborhood should be given its own identity through use of textured pavement, landscaped islands, and "neckdowns" (roadway width reductions at strategic locations). These features will slow traffic and preserve neighborhoods, as described in the Circulation & Mobility element. The

treatment of these intersections also will carry over the main design and material elements of the community entries, reinforcing the connection with Rio Vista as a community and with specific neighborhoods.

7. For minor street intersections and mid-block interest features, special landscaping treatments, street tree accents, textured paving, roundabouts, or medians should be used to create interest and provide identities to smaller neighborhoods or residential clusters—without separating them and allowing for free access between and through them. These features also may be used at pathway crossings or in longer blocks in order to meet the requirements that follow this section.



8. For parks and linear pathway intersections, landscaping and landform treatments to call attention to the end of the street at a park or pathway and a pathway crossing should be used at mid-block of a street. At these points, it is critical to alert pedestrians, bicyclists, and auto drivers that the upcoming intersection exists and caution is required. These intersections should be landscaped and signed to maintain clear visibility to both path and roadway.
9. In part, landmarks will be created by the hierarchy of entries and identified focal points.. Buildings occupying key locations or tending to dominate the landscape, should create forms and structural elements that enhance their landmark status and function.
10. When clock towers, cupolas, steeples and, in some cases, distinctive signage structures serve the purpose of enhancing a building's landmark status and function, such treatments should be incorporated into the design. Such features may be erected to a greater height than the main roof line, provided the design is in keeping with the overall character of the structure and surroundings.

CD-6 HIGHWAY 12 CORRIDOR DESIGN CRITERIA (Proposed)

1. The overall landscape treatment and specific entry features along Highway 12 should enhance the sense of arrival.
2. As Highway 12 is expanded, particularly east of Drouin Drive, lower design speeds should be used that are consistent with the levels of service standards identified in the Circulation & Mobility element.

3. View corridors and open space should be designed in the vicinity of the proposed trail and drainageways between Church Road and Drouin Drive.
4. "Back-up" walls should be limited as much as possible along the residential sections of the corridor. Landforms and open space should be used for noise mitigation rather than walls wherever feasible.

CD-7 **STREETS AND BLOCKS DESIGN CRITERIA**
(Proposed)

1. The street sections identified in the Circulation & Mobility element should be used for arterial, collector, and neighborhood (local) residential streets.
2. Average block lengths of 300 feet or less are encouraged; 600 feet will be considered the maximum block length without a cross street or pedestrian corridor intersection. The use of cul-de-sacs should be minimized, except where the ends of the streets are open and connect to pedestrian corridors or pass-through.
3. Each side of a neighborhood street should have a minimum planting strip width of at least 5 feet and minimum sidewalk width of 5 feet. There should be a continuity of landscaping within the planting strip, with trees spaced on average at least every 30 linear feet (*refer to the Circulation & Mobility element*).

If access routes through parking lots, through loading and service areas, or behind residential rear yards cannot be avoided, a convenient, attractive, and safe route should be provided – with such features as shade, special paving, and pathway separation. Simply painting crosswalks through parking areas is not sufficient to delineate a pedestrian route.

CD-8 **RESIDENTIAL HOUSING DESIGN CRITERIA**
(Proposed)

1. The living areas of the house should be kept close to the street, reinforcing residents' awareness of the neighborhood and community interaction.
2. Garages should be placed behind the residence, although alleyways and detached garages are not required.
3. Residential structure and garage placement should be oriented to place living areas closer to the street than garage openings.
4. Building entries should be emphasized and should receive special design treatment to provide a balanced sense of security and privacy. Entry patios, courtyards, porticoes, and porches are encouraged. Entry doors should be visible from streets or other well-used public areas. In large multi-family or cluster projects, units may orient toward private open space or courtyards, except for units directly adjacent to public streets or the primary access way into the development.

5. The dominant orientation of primary (front) ground-floor residential building entries, regardless of housing type or style, should be toward public streets, pathways, or public open space.
6. Secondary (rear) and upper-floor entries from the interior of a block are allowed. All exterior entries to ancillary or second dwelling units are considered secondary for the purpose of complying with this guideline.
7. A clear majority of garages on a block shall be set back a sufficient distance behind the primary front wall of the structure to allow for a car parked directly in front of the garage to be screened from view when looking down the street on the sidewalk. A sufficient number of homes on a block should have this recessed garage so that the overall appearance is one of front facades of homes, rather than garages and parked cars in driveways. The typical standard for achieving the intent of this measure is by the application of the following criteria. Garage placement siting criteria are shown in *Table 5-1*. For single-family detached and attached housing types with lot widths 71 feet or greater, the garage can be placed anywhere on the lot, so long as other applicable setbacks and requirements are met. On lots 70 feet or less in width, at least two-thirds of all garages and carports are to be recessed garages, set back a minimum of 25 - 35 feet from the front property line of the lot. On lots where "Hollywood" or side drives are used, the garage setback may be reduced to 15 feet from the front property line. Garages that face side drives may be counted as recessed garages when parking areas are screened by architectural features such as breezeways or trellises.

TABLE 5-1

Streets and Blocks Design Criteria
Garage Placement

Lot Width	Main Building Setback	Garage Placement
71 feet +	15 feet	Anywhere, so long as driveway width does not exceed 25% of lot width.
45 - 70 feet	15 feet	67% of garages on a block set back at least 30 feet; remainder have minimum 20' setback (15 feet if side, "Hollywood," or swing drive used).
Less than 45 feet	15 feet	All garages in rear half of lot. Alley access preferred.

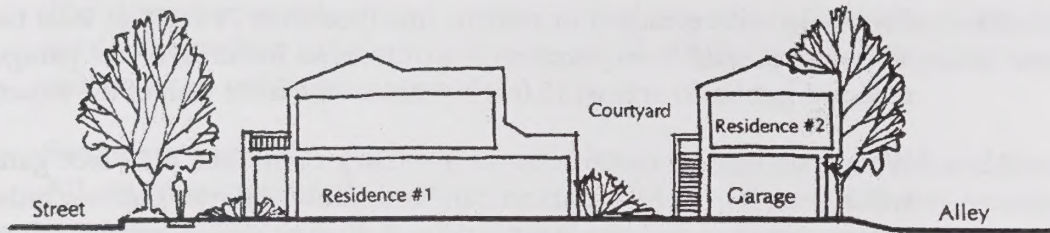
8. Driveway frontage facing a public street or private access way (front access lots) should cover no more than 25 percent of the lot frontage at the curb. For instance, a "standard" 6,000-square-foot lot with a 60-foot frontage width would be allowed a driveway width of no more than 15 feet.
9. Porches, bay windows, chimneys, and similar projecting architectural features are required across at least 50 percent of the front width of each house. Porches must be at least 6 feet in depth.

10. On blocks with standard or narrow lots (less than 71 feet), at least two-thirds of all homes should have porches or architectural features, or the garage should be recessed (set back) at least 15 feet back from the front wall of the structure.
11. When porches are constructed at a setback of 10 feet, a 25-foot garage setback will screen most of the parked cars and allow the living areas, rather than the garage and cars, to dominate visually. A 35-foot garage setback allows for more driveway parking capacity and reduces the need for on-street parking, in turn allowing reduction of street width. The figure below illustrates various setbacks on both narrow and wide lots.
12. The minimum front yard setbacks for main or primary structure should be:
 - Living area walls – 15 feet. This amount may be reduced to 10 feet when a recessed garage is used and there is at least 15 feet between the front wall or porch and the garage door (if approved through development review or architectural review).
 - Porches – 10 feet.
 - Bay windows, chimneys, and similar architectural features may encroach into a required yard up to 2 feet.
13. A “tract” appearance should be avoided by incorporating significant changes in massing and rooflines between elevations of the same floor plan. Where varying options of the same floor plans are proposed, a significant difference in the massing and composition of each option (not just finish materials) is to be achieved.

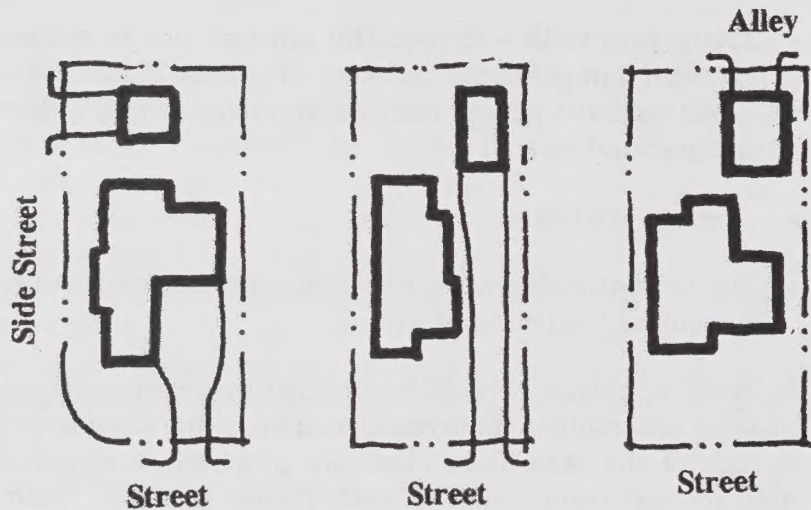
CD-9

ANCILLARY OR SECOND UNIT (CARRIAGE UNIT) DESIGN CRITERIA *(Proposed)*

1. The height of the main structure or house should be at least that of the carriage house to retain an appropriate scale between them two, as shown below.



2. Carriage houses entries may be accessed from side-yard driveways on corner lots, or from alleys or private rear drives. Examples are illustrated below.



Suggested Entries to Second Units

3. Density bonus—As a permitted use, carriage houses may be counted as a 0.75 multi-family unit or a 0.4 single-family unit in density requirement calculations. Table 5-2 illustrates the density bonus received when carriage houses are provided—either at the time the home is built or as an option by the homeowner. (Note: The space must be provided over the garage initially, with electrical and plumbing service either in place or stubbed for easy access.)

TABLE 5-2		
Density Bonuses for Carriage Houses		
Lot Size (feet)	Density without Second Unit (dwelling units per acre)	Density with Second Unit (dwelling units per acre)
45 by 100	7.0	10.0
50 by 100	6.0	9.0
60 by 100	4.5	7.0
80 by 100	3.5	5.5

CD-10 **MULTI-FAMILY UNIT DESIGN CRITERIA**
(Proposed)

1. Design qualities of depth and substance should be provided by the use of offsets, recesses, columns, roof slopes, and overhangs. Architectural features should be incorporated into the design of each unit.
2. At least one substantial architectural projection from the major building plane of each elevation should be visible from a street or common open space area. Examples of a dwelling's acceptable projections are porches, bay windows, dormers, gables, trellises, and chimneys.
3. Building design should include articulation, such as substantial changes in wall plane or the use of gables, hips, or dormers. Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roofs applied to the building's edge.
4. Changes in materials or colors should be located at changes in plane, except for articulation at the base of a building. Contrasting materials should be offset and should intersect with an architectural feature. Material or color changes at the outside corners of buildings should be avoided, as these give an impression of thinness and artificiality. Roof color should be coordinated with walls and trim.
5. Children's play areas should be sited to allow for clear visibility from adjacent access ways as well as kitchens and living areas within the dwelling units.
6. Open space amenities, including children's play areas, should be located in areas that do not require crossing large parking areas or major streets to be accessed by the residents they are intended to serve.
7. At least 30 percent of the site should be reserved for open space, which may contain plazas, pedestrian ways, landscaped greens, planting pockets, recreation facilities, and roofs of structures when designed for pedestrian or recreational

usage. Open space should be evenly distributed.

8. Primary open space directly accessible from the dwelling may include yards, decks, and balconies. Private usable open space should have a minimum dimension of 10 by 10 feet at ground-floor level or 6 by 10 feet aboveground.

CD-11 NONRESIDENTIAL BUILDING SITING, ORIENTATION, AND ACCESS DESIGN CRITERIA
(Proposed)

1. Setbacks and landscaping should vary according to the use and intensity of the particular nonresidential site.
2. Buildings should be sited to complement adjacent buildings and landscape. New structures should not clash with existing structures and sites.
3. All loading, delivery and storage areas, and mechanical and utility equipment should be screened from view from public streets and pedestrian corridors.
4. To ensure neighborhood compatibility, where nonresidential uses are sited close to a residential area or neighborhood, the scale and character of new buildings always should relate to the adjacent neighborhood. Site plans and architecture should protect the privacy of adjacent developments. Landscape buffers and walls are required between residential and nonresidential uses where parking or loading areas abut backyards.
5. Pedestrian access through the parking lot should be provided for, as illustrated in *Figure 5-8*. If the development abuts a residential neighborhood street, both pedestrian and vehicular access should be provided to and from the street.
6. Side and rear facades of buildings should be treated with the same quality of design and materials as the front elevations.
7. If locating a parking area or lot directly adjacent to a public street cannot be avoided, cars should be screened from view by berms, walls, hedges, density of plant materials, or a combination of these treatments.

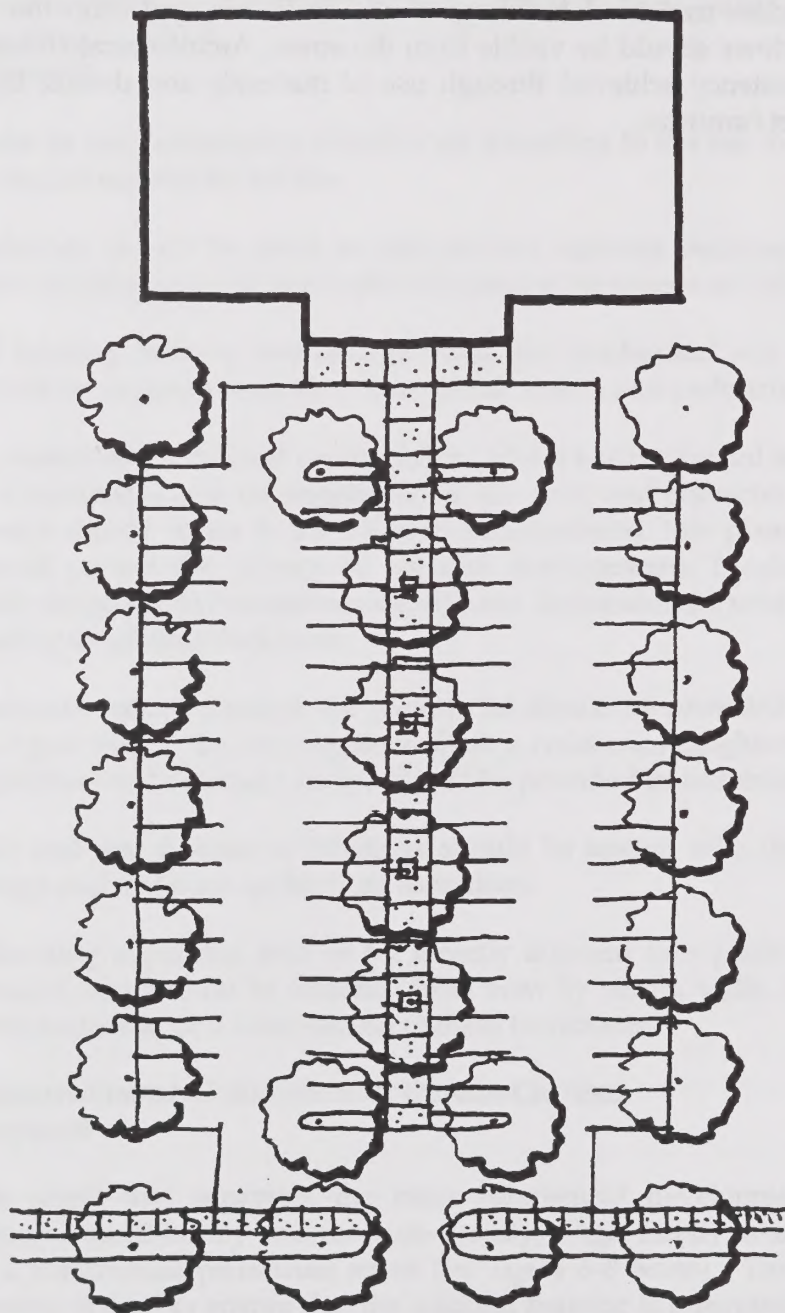
CD-12 NEIGHBORHOOD CORE DISTRICT DESIGN CRITERIA
(Proposed)

1. The street that separates the main commercial development site from the adjacent multi-family and medium-density, single-family areas should function as a commercial pedestrian street (*see Figure 5-8 below*). The character of this street is critical to ensure that the adjacent housing is integrated into, rather than separated from, the commercial core. In other words, the street should invite access rather than constitute a barrier.
2. Consistent with the traditional commercial buildings constructed in older downtown business districts, large commercial structures within the

Neighborhood Core District should create the appearance of a series of individual, one- and two-story identity storefronts or building spaces with vertical elements, rather than a horizontally oriented "box" typical of modern shopping centers. Variations in floor level, facades, architectural details, and finishes that strengthen the appearance of several smaller buildings or storefronts within a longer building should be strongly encouraged. Chain or franchise trademark buildings should be discouraged. Store interiors and display windows should be visible from the street. Architectural styles may vary, with consistency achieved through use of materials and details, light fixtures, and street furniture.



Figure 5-8
PEDESTRIAN ACCESS THROUGH PARKING LOTS



Rio Vista General Plan 2001

3. The buildings on both sides of the pedestrian street should front directly onto it, as shown in *Figure 5-8*. The two-lane configuration, on-street parking, and storefronts providing pedestrian access directly to a wide sidewalk or promenade should serve to slow traffic and invite pedestrian activity across the street and between uses.
4. Providing multi-family housing over commercial businesses is encouraged in this district.



Multifamily Housing Over Retail

5. The buildings in these districts' commercial areas also may front onto street plazas or a central plaza inside the site.
6. Except for anchor retail stores, primary building entrances should be physically and visually oriented toward the "main streets," parks, and plazas—not toward parking lots or garages. Secondary entries may occur from the interior of a block or parking lots. Main entries for anchor retail buildings may originate from off-street parking lots; however, on-street entries are strongly encouraged. Anchor stores without on-street entries should provide a landscaped pedestrian path from the main street to the store entries.
7. Several street accesses to residences or offices on upper floors (if present) should be provided. Buildings with multiple retail tenants should have numerous entries to the street. Except for loading and service areas, building walls must include windows or display areas, and streets lined with smaller retail shops.

CD-13 **DOWNTOWN MARKETING AND DESIGN STUDY**
(Existing)

The City will implement recommendations contained in the draft design guidelines of the 1999 *Rio Vista Downtown Marketing and Design Study* (Jeffrey Eichenfeld & Associates, 1999). The guidelines list 15 elements commonly found in downtown Rio Vista buildings. Building elements include architectural style, scale, parking, and maintenance; façade elements include roofline, upper wall, storefronts, materials, and color; storefront elements include entrance, display windows, bulkhead, transom windows; and storefront accessories include signs and shading. The guidelines also contain recommendations for specific streetscape improvements along Main Street.

CD-14 **HIGHWAY AND CONVENIENCE COMMERCIAL DESIGN CRITERIA**
(Proposed)

1. Such measures as traffic signals and textured paving, or a combination thereof, should be considered to reduce traffic speeds.
2. Parking may be either to the rear or side of the main building. If configured in an "L" shape, the building layout may actually face some of the storefronts onto the parking lot. This layout is acceptable as long as most storefronts are oriented to street frontage. Pedestrian access should be emphasized in a clear and convenient manner.
3. Sidewalk widths should be at least 10 feet in front of commercial buildings with storefronts. This standard may be accomplished by a combination of private promenades and plazas and public sidewalks. Sidewalks on the existing Highway 12 commercial district east of Drouin Drive must be at least 5 feet wide.
4. Whenever possible, parkways should be incorporated and shade trees should be provided adjacent to the roadway.
5. Drive-through windows should not face onto a public street. Stacking lanes must be screened from view from the street by landscaping, berms, and berm walls (not simply a wall or fence).

CD-15 **BUSINESS PARK AND AIRPORT COMMERCIAL DESIGN CRITERIA**
(Proposed)

1. To the maximum extent feasible, entries to office and public space should orient to streets, parks, plazas, and pedestrian corridors and pathways. Secondary entrances may orient to parking lots or garages. Buildings that lay out in a "U" or "L" shape and create courtyards or define the perimeter of a block are preferred to those with long setbacks from the street.
2. Preferred materials for business park and airport commercial developments are stucco, brick, masonry, and wood-siding exterior elevations. Concrete tilt-up and

metal construction may be used in industrial and employment districts but must be designed to reflect the following the features described in the remaining items in this section.

3. Roof elements should be pitched, not flat.
4. Roofing materials should be concrete, tile, slate, or metal-standing seam. Asphalt shingles or tar and gravel roofing may be used when warranted by the type or style of a particular building.
5. Elevations should be well-articulated and stress an original design, not a generic or "franchise" building style. Small, boxy structures should be avoided.
6. Buildings should be sited to complement adjacent buildings and landscape. New structures should not clash with existing structures and sites.
7. All loading, delivery and storage areas, and mechanical and utility equipment should be screened from view from public streets and pedestrian corridors.
8. Where nonresidential uses are sited close to a residential area or neighborhood, the scale and character of new buildings should relate to the adjacent neighborhood. Site plans and architecture should protect the privacy of adjacent developments. Landscape buffers and walls are required between residential and nonresidential uses.
9. Side and rear facades of buildings should be treated with the same quality of design and materials as the front elevations.
10. Where location of a parking area or lot directly adjacent to a public street cannot be avoided, cars should be screened from view by berms, walls, hedges, density of plant materials, or a combination of these treatments.

CD-16 AIRPORT/LAND USE COMPATIBILITY PLAN
(Existing)

Solano County Airport Land Use Commission's 1988 *Airport/Land Use Compatibility Plan* for the Rio Vista Airport, adopted as a City ordinance, sets forth the standards and policies for acceptable land uses within various restrictive zones and noise areas around the airport. The airport and land use criteria are used to minimize risks associated with the operation of aircraft through density reducing and maximizing the amount of open land within the vicinity of the airport.

CD-17 LIGHTING AND SIGNAGE DESIGN CRITERIA
(Proposed)

1. Freestanding signs generally are not allowed except where residential structures are converted to commercial uses, or new buildings are located where

residential-type setbacks are preferred. In these cases, freestanding signs should be relatively small and restrained. Pole signs are not allowed.

2. Colors or logos identifiable with an individual company are acceptable but should not become a dominant architectural element.
3. Gasoline island or other open canopies should be designed to look like adjacent structures, not merely flat-roofed covers. Thick columns and pitched roofs to match the main structure(s) should be used. *(Note: These uses generally are not allowed in the areas designated as an Existing City District.)*
4. Building mass should avoid proportionally long, flat surfaces. The architecture should include pitched-roof elements, columns, indentations, overhangs, patios, trellises, and surface textures on all elevations that are visible offsite. Storefronts should wrap around corners to create a sense of transparency and activity at intersections. Large areas of blank walls with few openings or details should be avoided on facades facing streets or public spaces.
5. Storefronts with a traditional appearance are encouraged (and required in the downtown); storefronts should be divided into horizontal bands of transom, display windows, and a small (usually 1- to 2-foot-wide) base under the windows. Single-story buildings should have a solid wall space extending above the storefront and a cornice—with or without parapet. Multiple-story buildings usually should have a horizontal band above the ground-floor windows and windows on all stories above that. A cornice should be present above the windows on the uppermost floor.
6. Windows should be organized in multiple bays wherever possible. The directional expression of commercial windows should generally be vertical; however, several vertical windows can be combined to create an overall horizontal opening. Upper floor windows should be composed as punched openings for individual windows or sets of windows, with much less glazing area than the ground-floor storefront. Trim and framing should appear solid and be almost as deep as the wall thickness. Residential-type window trim should be avoided, unless the entire building design is residential in character.
7. Signage should be restrained. Freestanding signs should be the low-monument type with a height and area that are proportional to the building and site. Wall signage should be oriented toward pedestrians in the downtown area and visible (but unobtrusive) on buildings facing Highway 12. Lighting for signage should be external in the downtown. Internally lit, plastic lettering should be avoided downtown but may be used elsewhere, provided that individual letters rather than “can” signs are used. Neon signage may be allowed where the signage is decorative and complements the building design or business theme.
8. Light fixtures are to be designed to cast light downward, minimizing side and upper projection of light that could illuminate the night sky.

1. New structures should front directly onto the street with parking provided behind the structures, on the street, or in public lots.
2. The height of new commercial buildings should be greater than 16 feet but not more than 40 feet (as measured from the sidewalk to the top of the cornice).
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements (e.g., storefronts, ground floors, upper floors, and sill lines) and strong horizontal features (e.g., belt courses and cornices) should be related.
4. Buildings and facades should be constructed to the property line facing the adjacent street(s). Only entries and flanking display windows may be recessed from the property line.
5. Doorways should be designed to focus on the street in order to create more activity along the sidewalk.
6. Storefronts should be varied in design and character but continuous along each block where feasible.
7. Canvas awnings attached above street-level storefronts and over individual windows should be encouraged. Metal and glass awnings should be discouraged, except when used in a specific design context. Mansard, free-form, and geometric-form awnings or other sidewalk covers should be discouraged. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of adjacent structures.
8. The National Trust for Historic Preservation's suggested guidelines should be used as the basis for design criteria for rehabilitation and new construction in Rio Vista's historic residential neighborhoods.
9. Proposed rehabilitation of, new construction on, or addition to a structure should be reviewed in the context of the architectural or historic value, the significance of the site, structure or surroundings, and the visual relationship to the surrounding area.

CD-19 RECONSTRUCTION AND NEW ADDITIONS DESIGN CRITERIA
(Proposed)

The spacing of buildings on streets; relationship of materials and textures; architectural details and roof shapes; site elements such as walls, fences, and landscaping; and directional expression of front elevations should be compatible with adjacent structures. Other design criteria, as described above, will be applied to the greatest extent possible.

CD-20 REHABILITATION AND REMODELING DESIGN CRITERIA
(Proposed)

The relationship of materials and textures; architectural details and roof shapes; site elements such as walls, fences, and landscaping; and directional expression of front elevations should be compatible with adjacent structures. Other design criteria, as described above, will be applied to the greatest extent possible.

Chapter 6

Housing

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Chapter 6 Housing



A. Introduction

A housing element is a plan that describes how a city will address the housing needs of its community. Specifically, the housing element describes how a city plans to preserve, improve, and develop housing for households of all income levels within its borders. The plan includes information on the City's housing goals, policies, and objectives. The plan also outlines the City's housing needs and programs, as well as the financial resources for housing.

The City of Rio Vista is an incorporated city in Solano County, California, with an estimated January 1999 population of 4,350 persons. Rio Vista is located just on the west side of the Sacramento River, about 22 miles east of Suisun City and Fairfield, the county seat. In the past decade, Rio Vista has annexed large land areas and has become a desirable place of residence for persons of retirement age and those who commute to the Sacramento and San Francisco metropolitan areas. The following factors affect the extent to which housing is capable of being developed to satisfy needs in Rio Vista:

1. Rio Vista's location within the Bay Area (defined by the nine counties that border on San Francisco Bay), its proximity to the Sacramento metropolitan area, the relatively low cost of residential development and land in Solano County (as opposed to the Bay Area), its proximity to Highway 12, and the existing "small-town" feel of the community are primary reasons for a growing demand for housing within Rio Vista.

The urban areas to the west and east of Rio Vista are major employment centers with many amenities that attract people to them. Associated with these same areas are higher housing costs, higher crime rates and other undesirable aspects of urban life, such as traffic congestion and reduced open space. By contrast, Rio Vista generally has lower housing costs, lower levels of crime, and less congestion than neighboring larger cities.

2. The recent demand for homes in Rio Vista, combined with the costs of providing necessary expansions in infrastructure and services, has caused the price of homes in Rio Vista to rise. Nevertheless, housing affordable to lower and moderate income households has been built since 1999, the last year for which the Association of Bay Area Governments (ABAG) produced housing needs projections.
3. Both long-time and more recent Rio Vista residents are anxious to retain the small-town qualities that attracted them to the community. New housing development often has affected the character of larger communities by straining infrastructure and services and by constructing subdivisions with uniform houses that are indistinguishable from subdivisions in many other communities. Rio Vista's concerns about the negative impacts of extensive, rapid growth on the community's character and quality of life are the same as those faced by communities statewide. In an effort to balance these concerns with the need to provide for adequate, affordable housing, Rio Vista residents have expressed a strong preference for other General Plan elements to protect the local environment and establish standards for new neighborhoods that are appropriate to Rio Vista.

COMPONENTS OF THE HOUSING ELEMENT

The Rio Vista Housing element consists of several main sections, each of which addresses a major subject area, as summarized below.

SETTING

The "Setting" section describes existing conditions and addresses the following topics:

- *Population and income characteristics* include demographic and economic information about Rio Vista's households.
- *Housing characteristics* includes historical and existing physical, economic, and affordability issues and characteristics.
- *Housing production needs* discusses the ABAG Regional Housing Needs Determination (RHND) process and the quantified future housing needs for Rio Vista that were adopted by ABAG for 1999–2006.
- *Special housing needs* discusses the special needs of the elderly, disabled, large families, female heads of household, farmworkers, and the homeless and others in need of emergency shelter.
- *Existing housing assistance programs* summarizes the state, federal, and local programs available to Rio Vista to help meet its housing needs.

OUTLOOK

The "Outlook" section addresses future conditions for the following topics:

- *Constraints to housing production* address the governmental and non-governmental constraints to the development of affordable housing. Potential means for reducing constraints are identified.
- *Future housing assistance opportunities* such as local, state, and federal financial programs are identified and assessed for their applicability in Rio Vista.
- *Residential land inventory* assesses the City's residential land uses and their ability to supply housing for all income-level households in the community.

GOALS, OBJECTIVES, POLICIES, PROGRAMS, AND IMPLEMENTING ACTIONS

This section describes the City's commitment to the actions that are necessary to address the housing needs of current and future residents, including special needs groups; energy conservation and equal housing opportunity also are addressed. While goal and policy statements are general, the housing programs spell out the specific actions necessary to achieve the goal and policy statements adopted in principle. Specific actions and programs are aimed at meeting the City's affordable housing needs over the planning period. The discussion quantifies the attainment of the City's projected needs from 1988 to 1998 (identified by the previous Housing element), the progress toward meeting the 1999-2006 RHND through mid-2001, and the need remaining to be met from 2001 through 2006. Specific implementing actions are identified.

A *monitoring program* indicates the measures the City will implement in updating the needs and gauging the success of its housing programs.

B. Purpose and Authority

Housing has been and will continue to be one of the basic needs that must be provided within the community of Rio Vista. The purpose of the Housing element is to ensure that the long-term housing needs of all economic segments of the community are adequately met. The Rio Vista Housing element has been designed to address the above purpose and has been prepared to conform to the requirements of State law (Article 10.6 of the Government Code, Sections 65580 through 65589.8).

State law requires a housing element to identify and analyze existing and projected housing needs, and to include a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. State law also requires that a housing element be reviewed and revised at least every 5 years. As discussed below, the time frames for revisions and the projections for future housing production needs have been extended several times over the past decade, such that a strict 5-year planning and analysis period is not feasible.

This Housing element addresses Rio Vista's quantitative housing development and program goals for the period from 1999 to 2006, the time period of the ABAG *Regional Housing Needs Projections*, as specified for Housing elements by State law. Specific objectives are identified for 1999–2006, which will identify the City's efforts and ability to meet the regional housing needs defined by ABAG. It should be noted that the 2006 needs projections were made retroactive to 1999 for jurisdictions in the Bay Area. For the purpose of calculating progress toward previous housing needs, 1999 is the base year. Goals and policies also are directed at the entire planning period of 1999–2020 covered by this General Plan.

State law requires a city's housing element to be consistent with the remainder of its general plan. The goals and policies of the Housing element have been reviewed and were found to be generally consistent with other elements of the Rio Vista General Plan.

In accordance with Government Code Section 65583, the Rio Vista Housing element includes updated technical data (e.g., population, housing, growth rates, and income levels), an evaluation of existing policies and implementing actions, and descriptions of new programs that were designed to effectively implement the element.

C. The Rio Vista Principles: Implementing the Community Vision

Housing has profound effects on the community's economic and social well-being. The community vision and principles that most directly relate to the Housing element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

- ❑ *The Rio Vista community should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb like so many neighboring communities.*
- ❑ *A broad range of housing should be available throughout the community to match job opportunities and community needs. No one style or price range of housing should take precedence over any other, so long as an adequate supply is available for each.*

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

- ❑ *Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity.*
- ❑ *Rio Vista should continue its tradition of cooperation with private nonprofit agencies and other public agencies, to provide essential services for youth, seniors, the economically disadvantaged, and those in crisis.*
- ❑ *Adequate public facilities – sewer, water, transportation, public safety, parks, recreation, education, and others – should be in place or assured in a timely fashion before new development projects proceed.*

The goals, policies, and housing programs outlined in this plan represent a good faith effort by the City of Rio Vista to provide for housing needs within the community, given the limited resources and powers at its disposal. The attainment of many of the following goals requires funding that is uncertain at this time. The City must recognize this fact in adopting and implementing its housing programs and should modify portions of this element when changes in available program funding occur.

C The Bio-Ethical Framework Implementing the Consensus Vision

During the current debate on the consensus vision and ethical framework, the consensus vision and principles that need attention within the bio-ethical framework are:

Principle 1: The Bio-Ethical Framework Implementing the Consensus Vision

1. The vision should not be regarded as a goal to be achieved by any one person. The vision should be shared by all stakeholders and the vision should be shared with the public.

2. The vision should be shared with all stakeholders and the vision should be shared with the public.

3. The vision should be shared with all stakeholders and the vision should be shared with the public.

4. The vision should be shared with all stakeholders and the vision should be shared with the public.

5. The vision should be shared with all stakeholders and the vision should be shared with the public.

6. The vision should be shared with all stakeholders and the vision should be shared with the public.

7. The vision should be shared with all stakeholders and the vision should be shared with the public.

8. The vision should be shared with all stakeholders and the vision should be shared with the public.

9. The vision should be shared with all stakeholders and the vision should be shared with the public.

10. The vision should be shared with all stakeholders and the vision should be shared with the public.

D. Setting

POPULATION, INCOME, AND HOUSING

Since World War II, Solano County's population has expanded considerably. In 1940, only 49,100 people lived in the county. Between 1960 and 1980, the number of residents increased 75 percent—from 134,600 to 235,200. By 1990, the county population was 339,500 people, an increase of almost 45 percent in only 10 years. (Association of Bay Area Governments 1999.)

Table 6-1 shows the existing demographics for Solano County and the City of Rio Vista, within its SOI.

**Table 6-1
EXISTING DEMOGRAPHICS (2000)**

Solano County

- Total population - 401,300
- Household population - 387,000
- Persons per household - 2.97
- Households - 130,320
- Mean household income - 60,400

Rio Vista in City Sphere of Influence

- Total population - 5,100
- Household population - 4,850
- Persons per household - 2.43
- Households - 1,881

Source: Association of Bay Area Governments, 1999; U. S. Census, 2000.

Table 6-2 contains a summary of Rio Vista's population and housing characteristics.

TABLE 6-2

**Summary of Population and Housing
Characteristics (2000 and 2020)**

Description	Value
2000 Population.....	5,100
2000 Number of Households	1,881
2000 Persons per Household	2.43
2020 Projected Persons per Household.....	2.39
2020 Projected Population.....	22,100
Projected Households.....	10,040
1999 Employed Residents	2,200
2020 Projected Employed Residents	10,800
1999 Total Jobs	1,980
2020 Projected Jobs.....	3,790
Projected Housing Need	
Regional Fair Share	The Regional Housing Needs Determination adopted by the Association of Bay Area Governments (ABAG) specifies that the fair-share distribution of new housing through 2006 should be allocated to each income group ^a as follows:
	Very low income 357 units
	Low income 190 units
	Moderate income 342 units
	Above-moderate income 502 units
	Total units 1,391 units
2000 Residential Units.....	1,974
2000 Owner-Occupied Units (%)	1,350 (71.8%)
2000 Renter-Occupied Units (%).....	531 (4.7%)
2000 Total Occupied Units.....	1,881
2000 Vacancy Rate (%).....	4.7%
1999-2001 Purchase Price Range	\$100,000 – \$400,000
2001 Multi-Family Rental Range.....	\$600 – \$850 / Mo

^a The U.S. Department of Housing and Urban Development has established household income categories based on a proportion of the area's median family income, as summarized below:

Very-low income = 50 percent of median income or below.
 Low income = 50–80 percent of median income.
 Moderate income = 80–120 percent of median income.
 Above-moderate income = above 120 percent of median income.

Sources: Association of Bay Area Governments. *Projections 2000*. 1999; U. S. Census, 2000; City of Rio Vista, 2000

DEMOGRAPHIC CHARACTERISTICS AND TRENDS

The 1990 and 2000 Census data show a median age in Rio Vista of 36.9 in 1990 and 40.7 in 2000. Rio Vista residents already were generally older than the County as a whole in 1990, as the County median age was 31.0. This trend was accelerated by the development of the Trilogy project, a housing development that is restricted to persons age 55 and older. Since the Trilogy project likely will comprise over 50 percent of the remaining residential development anticipated by 2020, this trend is expected to continue over the long term. For the planning period of this Housing element (1999–2006), the trend would be reversed only if Trilogy were to slow its rate of building compared to other new unrestricted (family) development projects. Because the Trilogy market is seen as somewhat less subject to housing market downturns than family housing, the trend is not expected to abate in the near term.

In 1990, 50.2 percent of Rio Vista residents were female and 49.8 percent were male, compared to 51.2 percent females and 48.8 percent males in 2000. This trend may reflect the development of the Trilogy project, as older households tend to have a higher proportion of females, following life expectancy trends nationwide in which females live longer than males. Again, should the rate of development of Trilogy slow in proportion to unrestricted projects, this trend could slow or reverse itself in the short term.

HOUSING CHARACTERISTICS

HOUSEHOLD TYPE AND SIZE

The 2000 Census data show a total of 1,881 households in Rio Vista. Of these, 1,286 (or 68.4 percent) are families, 546 (or 29.0 percent) have children under 18 living at home, and 1,051 (or 55.9 percent) are headed by married couples. Of the married couples, 402 have children living at home. Of all households, 164 (or 8.7 percent) are single female-headed households—99 (or 5.3 percent) with children living at home. The 262 residents age 65 years or older living alone represent 13.9 percent of all households. As stated above, this trend is expected to continue over time.

The average household size is 2.43 persons, also significantly lower than the countywide average (2.97). Rio Vista's average family size is 2.92. This statistic reflects the Trilogy development's adding persons over 55 to the community with no children at home. The trend is further confirmed by household size by housing tenure, with the average household size of owner-occupied housing at 2.37, while the average size of a renter-occupied dwelling is 2.59 persons. This statistic also reflects the growing number of new homes in the Trilogy development.

HOUSING OCCUPANCY AND VACANCY RATE

Vacancy rates constitute one measure of the health of the housing market in a community. The vacancy rate is the percentage of the total housing stock available for sale or rent at any one time. The U.S. Department of Housing and Urban Development (HUD) has determined that 5 percent is a "healthy" vacancy rate for rental units and considers 2 percent for ownership units an appropriate rate. Anything substantially less than this indicates a "tight" housing

market, which can result in inflated housing values, as competition for the limited supply bids up the price of housing.

According to the Census, there are a total of 1,974 dwelling units and 1,881 households, leaving 93 units vacant, or a 4.7 percent vacancy rate. However, this rate may be partially due to new homes completed but not yet sold. Rental vacancy rates are not available from the Census, but local realtors indicate that few rentals are available—particularly single-family homes and larger apartments.

HOUSING TENURE

Of the 1,881 occupied dwelling units in 2000, 1,350 (or 71.8 percent) were occupied by owners, while 531 (or 28.2 percent) were occupied by renters.

HOUSING TYPE

Year 2000 Census data are not yet available for housing type; the latest U.S. Department of Finance (DOF) estimate was in 1999. At that time, of the total of 1,791 dwelling units in Rio Vista, 1,353 (or 75.6 percent) were single-family homes, 309 (or 17.2 percent) were multiple family units, and 129 (or 7.2 percent) were mobile homes or manufactured housing.

HOUSING VALUES

Rio Vista is the most affordable community in Solano County, which is in turn the most affordable county in the Bay Area. Rental values are also comparably affordable. *Table 6-3* shows the range of current rents for apartments and homes. The range of sale prices for homes in the Trilogy and Homecoming developments also are shown. Currently, these are the only new home subdivisions under construction.

TABLE 6-3

Typical 2001 Housing Costs in Rio Vista

Market Rents for Apartments and Dwellings in Rio Vista			
1- and 2-Bedroom Apartments	3-Bedroom Apartment	Single-Family Dwelling	Single-Family "Move-Up" Dwelling
\$600–\$800	\$700–\$850	\$850–\$1,200	\$1,200–\$1,500
New For-Sale Housing in Rio Vista			
Development	Housing Type	Price/Rental Range	Affordability Range
Homecoming	Single family	\$140,000–\$210,000	Above moderate, moderate, some lower
Trilogy (over 65)	Single family	\$169,000–\$319,000	Above moderate, moderate
Vineyard Bluffs	Single family	\$325,000–\$400,000's	Above moderate

Source: Rentals – Century 21 Real Estate and Rio Vista Real Estate (telephone conversations, 2001). For-sale housing – Schuler Homes (Homecoming), Hoffman Co. (Vineyard Bluffs) and Shea Communities (Trilogy) – Sales offices, 2001.

As in most communities in California, the costs of owning or renting housing have increased dramatically in Rio Vista in recent years. According to 1989 Census data, the median value of an owner-occupied housing unit within the City was \$108,100. As of 2001, the price of new homes ranges from about \$160,000 to about \$320,000. A survey of new home tracts and prices constructed since 1999 indicates that a large number of new homes have sold for under \$200,000.

OVERPAYMENT

According to the 1990 census, 78 (or 10.8 percent of all households who owned their own homes) were paying more than 35 percent of their incomes for housing costs. Some 212 households (or 44.1 percent of all households who rented) were paying more than 30 percent of their incomes for housing. This is a total of 290 households (or 22.1 percent of all households) who were overpaying for housing. The 2000 Census data on housing value and rents are not yet available. However, if the 1990 percentage of households overpaying was extrapolated to the 2000 population and total housing units by tenure, 146 households who own their own homes and 234 renter households (for a total of 380 households) are overpaying.

PHYSICAL CHARACTERISTICS AND BLIGHT

In 1990, the Rural California Housing Corporation conducted a “windshield” housing survey. At that time, approximately 28 percent (about 380 units) of Rio Vista’s existing housing stock was judged suitable for rehabilitation (the need for repairs ranged from minor maintenance to substantial rehabilitation). The City carried out a Community Development Block Grant (CDBG) rehabilitation program in the late 1980s and early 1990s that resulted in approximately 20 rehabilitation loans to low- and moderate-income households. Assuming that the earlier efforts did not address all rehabilitation needs, additional rehabilitation needs are evident from the 1990 survey, as time has elapsed and the housing stock has grown older.

Rio Vista’s housing stock was older than most of the County in 1990. According to the 1990 Census, about 24 percent of occupied housing units were constructed prior to 1940 (over 50 years old). The remaining 76 percent was constructed between 1940 and 1990. The overall age of the housing stock most likely has declined in the intervening decade, as over 20 percent of the current stock was built in the new subdivisions that started in 1996.

ECONOMIC TRENDS

Census data indicate that in 1990 a total of 1,500 (or 58.8 percent) of Rio Vista residents over the age of 16 were employed, 62 (or 2.4 percent) were unemployed, and 987 (or 38.7 percent) were not in the labor force.

The following summary is from the Economic Development element, which contains a more detailed discussion of employment trends and jobs/housing proportions in the community.

Historically, much of the employment in and around Rio Vista has revolved around the natural gas industry and gas exploration. For many decades, natural gas wells were abundant and so were the supporting businesses that fed the industry. Merchants in equipment repair, sales, and service; well drilling and some manufacturing contributed significantly to the City’s economy.

Recently, however, with an upturn in the economy and resurgence in the energy industry, Rio Vista is beginning to experience dramatic changes in its economic growth. There is now a strong jobs/housing balance as employment opportunities have increased and stabilized over the years. In fact, presently there are more jobs than working residents.

It is important to note that, although the City currently maintains a healthy jobs/housing balance, with 0.9 job/employed resident and about 1.1 jobs/household, the ABAG projections indicate that the community will fall far short of an acceptable balance as growth occurs. Rio Vista is expected to decline from a position that is actually healthier than the County's and about on par with the region, to a much less balanced position than either the County or the region. The Economic Development element has established a policy of providing sufficient industrial land to maintain the current jobs/housing balance at buildout and strives to provide for a 1:1 ratio of jobs to employed residents.

PROJECTED HOUSING NEED—THE REGIONAL FAIR SHARE

The RHND process is mandated by the State and is devised to address the need for and planning of housing across a range of affordability and in all communities throughout the State. Each jurisdiction within the Bay Area (101 cities, 9 counties) is given a share of the anticipated regional housing need. The Bay Area's regional housing need is specified by the California Department of Housing and Community Development (HCD) and finalized through negotiations with ABAG. The time frame for this RHND process is January 1, 1999, through June 30, 2006 (a 7.5-year planning period). RHND projections are available for the 1999-2006 planning period.

Since the determination of housing need often is discussed in terms of household income categories, it is important to define the categories used in this Housing element at the outset. HUD has established household income categories—very low, low, moderate, and above moderate—based on a household's earnings relative to the County's median household income, as defined below:

- | | |
|-------------------------|---|
| • Very-low income | 50 percent of median County income or below |
| • Low income | 50–80 percent of median County income |
| • Moderate income | 80–120 percent of median County income |
| • Above-moderate income | Above 120 percent of median County income |

Table 6-4 shows the estimated 4-person household income for each income category, based on Solano County's median income for the same-size household as determined by the U.S. Department of Housing and Urban Development (HUD).

Table 6-4
ESTIMATED HOUSEHOLD INCOME
SOLANO COUNTY (2001)

**Median Household Income for Solano County,
For a four-person household in 2001 = \$55,700**

- Very-low income (less than 50% of median) - \$27,850
- Low income (50-80% of median) - \$44,560
- Moderate income (80-120% of median) - \$66,840
- Above-moderate income (greater than 120% of median) - \$66,841

**Source: U.S. Department of Housing and Urban Development. HUD
Income Guidelines, 2001.**

Table 6-5 compares the ABAG RHND income distribution for the San Francisco region, Solano County, and Rio Vista, respectively. The Rio Vista distribution for the previous RHND period and the 1990 Census income distribution in Rio Vista also are shown. The table demonstrates that Rio Vista historically has provided a disproportionate share of the affordable housing in Solano County and the Bay Area. The current methodology used by ABAG for income distribution does not adopt a goal of moving the distribution of all jurisdictions to the regional distributions; rather, ABAG attempts only to move jurisdictions 50 percent closer to the regional distribution, or "half way" there. ABAG's methodology therefore penalizes jurisdictions such as Rio Vista for doing a good job in the past.

The methodology for distributing the total housing need among the four state-mandated income levels has the additional effect of perpetuating an overconcentration of very low income households, in contrast to both the region and the County. Table 6-5 illustrates this disparity.

TABLE 6-5
**ABAG RHND Household Income Distribution Percentage Comparisons for
San Francisco Region, Solano County, and City Of Rio Vista**

	Very Low Income (%)	Low Income (%)	Moderate Income (%)	Above-Moderate Income (%)	Total
SF Region ^a	21	12	26	42	
Solano County ^a	20	14	26	40	
Rio Vista ^a	26	14	24	36	
1988-1995 Association of Bay Area Governments (ABAG) Regional Housing Needs Determination (RHND) for Rio Vista	25	16	23	36	
1990 Census Rio Vista household income distribution	32.9	16.4	21.3	29.4	100.0%

^a Based on the 1999-2006 ABAG RHND.

QUANTIFIED OBJECTIVES

State housing law recognizes that "the total housing needs identified may exceed available resources and the community's ability to satisfy the need" (Section 65503[b]). In such cases, the above law requires that local quantified objectives "should establish the maximum number of housing units that can be constructed, rehabilitated and conserved over a five-year time frame." In the case of Rio Vista, the ABAG needs estimate calls for over one-fourth of all newly built units to be affordable to very-low-income households and for an additional 14 percent of all units to be affordable to low-income residents. Rio Vista has a minimal fiscal base and limited prospects for attracting state and federal housing funds, which are cyclical and cannot be reliably projected.

Further, it is inherently unwise to perpetuate an over-concentration of lower income households in a particular community or neighborhood. As discussed above, the recently adopted ABAG RHND methodology does just that by not seeking to bring all Bay Area communities to the regional average income distribution. A more equitable distribution, if not the regional average, would be the County average, since the median income on which the categories are defined is a countywide measure.

To achieve a more equitable distribution that recognizes both limited resources and the need to avoid further over-concentration of lower income households, the City's local quantified objectives will be adjusted as shown in *Table 6-6*. A further breakdown of Quantified Housing Production Objectives by production method is presented in *Table 6-7*.

TABLE 6-6
Quantified Objectives for Housing Needs in Rio Vista
(1999-2001)

Income Category	1999-2006 Site Capacity Objectives ^a		1999-2006 Production Objectives ^b	
	Number of Units	Percent	Number	Percent
Very-low income	357	26	278	20
Low income	190	14	195	14
Moderate income	342	24	362	26
Above-moderate income	502	36	556	40
Total	1,391	100.0	1,391	100.0

^a The City will use Site Capacity Objectives to continue to ensure that adequate sites exist to satisfy the entire regional housing need distribution and quantity of housing needs by income category as projected by the Association of Bay Area Governments.

^b The City's Quantified Production Objectives reflect the more equitable distribution of the total housing need according to the countywide income distributions for Solano County.

TABLE 6-7

Quantified Housing Production Objectives for Rio Vista 1999 - 2006

Production Method	Household Income Affordability Levels			
	Very Low	Low	Moderate	Above Moderate
Construction	248	175	362	556
Rehabilitation	10	10	0	0
Conservation	20	10	0	0
Total Objectives	278	195	362	556

During the 10-year period between 1990 and 2000, the City experienced an increase in total housing units of approximately 40.6 percent, for an average annual growth rate in new housing units over the period of about 5 percent. The rate of growth was more rapid during the last half of the decade, as virtually all of the new housing was constructed since 1996. The 5-year period of 1996–2000 saw an increase of about 8 percent annually. The rate increased to over 12 percent in 1999–2000, according to DOF data.

The previous RHND (1988–1995) projected a total need of 770 housing units of all incomes for that period. During that time, only 134 units were produced. According to DOF figures, occupied housing production for 1996–1998 totaled 261 units, after the initiation of construction of Trilogy and Homecoming—the first and, to date, only projects to be constructed in the lands annexed in 1991–1993. During that same period, 357 building permits were issued. Achieving the Production Objectives set out in *Table 6-6* for 1999–2006 would amount to twice the projections for the previous RHND period and would require twice the current rate of housing production on a sustained basis. This objective would result in the same proportion of newly available affordable units in Rio Vista as in the County as a whole.

The housing policies and programs set forth in this document are intended to meet the above local housing Production Objectives and ensure that adequate sites are available to accommodate the RHND projected by ABAG in the 1999–2006 planning period.

SPECIAL HOUSING NEEDS

ELDERLY

According to the 2000 Census, in 262 households in Rio Vista at least one member is over the age of 65. Assuming that the proportion of elderly homeowners is the same as the proportion of homeowners in the City as a whole, approximately 72 percent of these households are owner-occupied; however, the Trilogy development is probably increasing that proportion, as these units are exclusively new for-sale homes for seniors. As these elderly residents age, their needs will be related to decreased mobility and smaller living space requirements. Current homeowners may in time seek multi-family, congregate, or assisted living facilities. Such housing should be located near medical, commercial, and recreational facilities.

The 2000 Census data for tenure is not yet available. The 1990 Census data is therefore the most recent data on tenure breakdown; in 1990, there were 427 householders 65 years old or older, with 332, or 78% owners and 95, or 22% renters. This exhibits a higher proportion of owners to renters than the general population in 1990, which was 66% owners and 34% renters. Because the Trilogy senior housing development makes up some two-thirds of the new dwellings constructed and occupied between 1990 and 2,000 (350 in Trilogy, 545 total), and Trilogy has so far been almost 100% owner occupied, this proportion is expected to actually be higher when the 2000 Census data for this category is available.

PHYSICALLY AND DEVELOPMENTALLY DISABLED

The 1990 Census showed that 144 (or 4.3 percent) of Rio Vista residents between 16 and 64 years of age had disabilities that prevented or may prevent them from working. Of these individuals, 66 were employed, and 22 (or 0.7 percent) had transportation disabilities. If these proportions remained the same, based on the 2000 Census population of 4,852, 208 residents would have work disabilities and 33, transportation disabilities. Although not all persons with work disabilities require special housing, many need specially designed units that are located near transportation, shopping, and services. Such facilities may be even more crucial for persons with transportation disabilities.

LARGE FAMILIES

Large families are defined as households with five or more persons. The 1990 Census showed that 8.8 percent of Rio Vista households had five or more members. This proportion has probably declined, consistent with the City's declining average household size, although the extent of the decline must be confirmed by the 2000 Census. Large households often have difficulties finding suitable housing that is also affordable.

The 2000 Census data for family size and tenure is not yet available. The 1990 Census data is therefore the most recent data on tenure breakdown; in 1990, there were 118 households with 5 or more persons, of which 85 or 72% were owners and 33, or 28% were renters. As is the case with elderly households, large families exhibit a higher proportion of owners to renters than the general population in 1990, which was 66% owners and 34% renters.

FEMALE HEADS OF HOUSEHOLDS

The 2000 Census showed the number of female-headed households in Rio Vista to be 164 (or 8.7 percent). The special housing needs of this group include low-cost and low-maintenance housing, suitable for children and located near schools and child care facilities. Innovative shared living arrangements, which may include congregate cooking and child care, also would be suitable. To accommodate this type of household in Rio Vista, new forms of housing may need to be explored, such as the innovative Muir Commons development in Davis, referred to as co-housing or shared living housing.

HOMELESS AND OTHER PERSONS IN NEED OF EMERGENCY SHELTER

Shelters and homeless assistance programs are the main resources available to homeless residents of Solano County. In 2000, 3 transitional housing shelters were operating in Solano County to serve homeless families with children. In these shelters, a total of 86 beds are available. Several more specialized shelters are located in Solano County for persons with substance abuse problems and mental illnesses, victims of domestic violence, and veterans. Up to 24 additional beds are available at these facilities. Finally, the Salvation Army provides cash assistance to homeless persons. Local assistance to the homeless is limited largely to counseling and information and referral services provided by groups such as the Rio Vista Community Action Center (CAC) and Rio Vista Care. Churches are another source of food and temporary assistance. Recently, several cities and the County have explored a joint effort to address the problem. However, no specific facility has been provided.

The homeless population in Solano County has been estimated at between 500 and 2,000 persons; it is not known how many are in Rio Vista. Factors that contribute to homelessness include lack of affordable housing, unemployment, reductions in government subsidies, deinstitutionalization of the mentally ill, domestic violence, illegal drug use and addiction, dysfunctional families, lifestyle choices, and other causes. Due to the lack of available services and distance from urban centers and its small population the actual numbers of homeless in Rio Vista are probably quite low. Rio Vista's population of 4,571 is about 1.16% of the total Solano County population. If population is used as a guide and the higher estimate of 2,000 homeless persons in the County is correct, this would mean only about 2 homeless persons would be in Rio Vista on a regular basis. The social service providers mentioned above (CAC, CARE) report occasional contact with homeless persons or families but such contact appears to be irregular.

Overall, programs and shelters in Rio Vista and Solano County are probably inadequate to meet the needs identified below. Although service providers throughout the County agree that locating a shelter in Rio Vista would be inefficient, there is clearly a need for more locally based assistance. Local programs providing assistance to the homeless include counseling, information, and referral by agencies such as Rio Vista Care, and food and cash assistance provided by churches on a case-by-case basis. Comprehensive data on the number of homeless people in the City of Rio Vista are not available and are not provided in currently available Census data reports.

Based on interviews with local service providers, at-risk individuals and families pose a greater potential need for the City than persons who are actually homeless. Of particular concern are chronically mentally ill residents, who are subject to termination of their public assistance payments. Many such persons presently occupy single-room occupancy hotel rooms in the downtown area. These residents comprise the largest proportion of at-risk households in Rio Vista, according to the impressions of local service providers. There is also some evidence of occasional camping by homeless families along the Sacramento River in the vicinity of Rio Vista. This appears to be a seasonal phenomenon, most commonly observed during the warmer months of the year. These reports have not been verified; there have not been any such reports or sightings in recent months.

The above analysis suggests that while many of the City's at-risk residents probably receive some form of assistance, the assistance may be inadequate to fully alleviate their risk of

homelessness. Rather than a shortage of existing programs, the City and County are confronted by declining financial resources in the face of relatively constant housing affordability problems. Programmatically, therefore, Rio Vista should focus on preventing future homelessness on behalf of the at-risk population rather than establishing shelters and programs for the small number of existing homeless residents. For this reason, Rio Vista has chosen to provide additional assistance to existing programs and to augment existing resources as opposed to identifying and developing additional shelter sites. Although homeless shelters and emergency shelters, as group homes, would be permitted as conditional uses in commercial and multi-family residential zoning districts, the consensus of social services professionals is that such facilities should be located near support services and employment centers. The professionals contacted for this report indicated that Rio Vista would be an inappropriate location in view of its distance from such centers.

Homeless shelters and transitional housing are allowed in all commercial zoning districts except C-3 (Commercial Service) and in R-3 and R-4 multifamily districts. Such housing would be considered as hotel or motel uses in the commercial districts and as rooming houses or boardinghouses in R-3 and R-4 districts. The latter are allowed as a conditional use; the former are allowed as permitted uses by right. There are currently two residential hotels in the downtown and two motels in the HC (Highway Commercial) district on Highway 12. The County Department of Health and Social Services currently provides temporary housing for families in these facilities as needed. A dedicated shelter facility could be developed in these districts, or a number of rooms in an existing hotel or motel facility could also be used for this purpose under the definitions of the Zoning Ordinance.

FARMWORKERS

The U.S. Census indicates that 25 (or 1.7 percent) of employed Rio Vista residents 16 years or older were employed in agriculture, forestry, and fisheries in 1990. But the Census does not provide more detailed information on the number of migrant, seasonal (non-migrant), and permanent farm workers in Rio Vista in order to identify the extent of their special housing needs. The 1990 Census showed that about 1,900 farm laborers resided in Solano County. It is reasonable to expect, given the agricultural base of the local economy that a number of farm workers live in the Rio Vista area.

According to the State Office of Migrant Education, there are approximately 95 families participating in the Migrant Education Program on an annual basis from 1998 to the current school year. At an average of 4.2 persons per household, this would equate to about 400 persons in the Rio Vista area. According to the Sacramento Valley Organizing Committee, a farmworker advocacy organization, the number of **both** migrant and permanent farmworker families is approximately 150. This would mean about 630 persons in farmworker households in the Rio Vista vicinity. There is no reliable data on how many of those reside in the City limits.

The housing needs of full-time farmworkers are no different from those of other employment groups and consist of housing that is affordable in relation to income, meets acceptable housing standards, and is reasonably accessible to employment. Seasonal or part-time farmworkers who do not leave the area and have or seek year-round residency in the area have similar needs;

but their income is likely to be considerably less than year-round employees, and these individuals may require subsidized housing or employer-based housing. Seasonal migrant workers typically have even less income available for housing because of their need to minimize expenses to meet off-season needs. As a result, migrant farmworkers may seek housing in a labor camp or may rent any available and inexpensive rental unit (which may be shared among several workers). If such housing is not available, migrant farmworkers may resort to substandard shelters—ranging from vehicles to tents or other forms of temporary shelter. Because migrant farmworkers need to reside near work sites, most farmworker housing needs to be provided in the unincorporated county areas, outside the City of Rio Vista.

The Solano County Migrant Farm Labor Camp, administered by the Vallejo Housing Authority, is the only publicly supported farm labor camp in Solano County. The camp was relocated in 1984 to a 27-acre site outside the Dixon city limits, is leased from the U.S. Navy on Radio Station Road, and can accommodate a projected maximum population of 500. The camp is funded through the Migrant Services Section of the State Health and Welfare Agency and through rental charges. In addition to the Solano County camp, 1 private camp in Solano County provides 82 family units, with no dormitories. The Solano County Division of Environmental Health Services monitors conditions at the camps to ensure that minimum health and safety standards are met.

OVERCROWDED HOUSING

Overcrowded housing is defined as housing units with more than 1.01 persons per room. According to the 1990 Census, a total of 104 occupied housing units were overcrowded, representing 8.2 percent of the total occupied units in Rio Vista. The incidence of overcrowding was more apparent in renter-occupied units, which accounted for 64 overcrowded units (or 62 percent of all overcrowded units in Rio Vista). Of all rental units, 14 percent were overcrowded, compared with only 4 percent of owner-occupied units, demonstrating a need for more rental units with a higher number of bedrooms. However, overcrowding also may occur when two or more households share a single dwelling unit, usually as a way of reducing their housing costs. The extent of such sharing is not indicated in Census data. If present, this factor would indicate a need for lower-priced housing in general, rather than a need specifically for larger units (renter or owner occupancy).

ASSISTED HOUSING AT RISK OF CONVERSION TO MARKET RATE

The City of Vallejo Housing Authority administers the Section 8 rental assistance program. Currently, this program subsidizes 76 units in Rio Vista.

State law requires that each jurisdiction completing a housing element consider subsidized housing projects that may convert to market rate rentals during the planning period covered by the element. This allows both HCD and the local community to anticipate the total number of below-market-rate rental units that may be converted or displaced.

Currently, there is no project in Rio Vista that may convert to market-rate rents during the next ten years. Only one assisted project has been identified, the Las Casitas del Rio apartments located on St. Joseph's Street. This project was constructed under the Farmers' Home Administration (FmHA) program in the mid-1980s; the project also contains a total of 40

assisted units under the County's Section 8 program (administered by the Vallejo Housing Authority). Neither the FmHA mortgage nor any of the Section 8 units are due to terminate during the next 10 years.

Sources used to verify that no other "at-risk" affordable developments exist in Rio Vista are as follows:

- HUD Section 8, Section 10, Section 213, Section 221(d)(e), Section 236, and Section 202 and HCD information do not indicate any projects other than Las Casitas del Rio.
- The CDBG program has no assisted multi-family developments.
- To date, no projects have been undertaken or assisted with local Redevelopment funds.
- No multi-family revenue bond programs exist.

CONSERVATION OF EXISTING UNITS

Rio Vista has a valuable resource in its existing housing stock. Significant numbers of low- and moderate-income persons currently reside in Rio Vista, and these existing units fill a need for many of these households. It is therefore necessary to protect these units and encourage their continued use in the housing stock.

As construction labor and material costs continue to rise, it is increasingly difficult for low- and moderate-income homeowners to maintain their homes and keep them in a decent and safe condition. Consequently, by deferring the maintenance of these units, the condition and livability of the units decline and their viability is threatened. It is important that programs be encouraged and developed to preserve the existence of units in the current housing stock.

HOUSING PRODUCTION

AFFORDABILITY AND TENANCY

Affordability, for the purpose of Housing element analysis, is a function of two primary factors: (1) the proportion of total income a household is able to reasonably be expected to expend on housing costs and still meet other essential needs (e. g., the "overpayment" threshold); and (2) the cost of housing available, in the form of mortgage payments and taxes for owner occupants or monthly rent. For over a decade, HUD has used the 30 percent of income figure to determine the affordable rent or housing cost for Section 8 and other direct assistance programs for very-low-income households. The 30 percent figure also is thought to be the most reasonable figure for the low-income group (up to 80 percent of median income) that rents, rather than owns, their homes. In recent years, the Legislature has indicated some recognition that a higher percentage is realistic for at least the moderate-income group, as well as those households in the low-income group that can manage to qualify for home ownership. The definition of affordability specified in Section 50052.5 of the State Health and Safety Code allows a higher than 30 percent level for owner-occupied housing, in recognition of the willingness of many

people to sacrifice other disposable income for the benefits of owning a home. This criterion applies only to the upper third of the low-income households that earn 70 percent or more of the median income and only to owner occupants.

This analysis considers the affordability level for all very-low-income households and low-income households that rent to be 30 percent of gross income. For low-income households that are owner occupants, the affordability level was considered to be 35 percent. For moderate-income households, many of whom can be expected to afford monthly payments on entry-level for-sale housing at current interest rates, the affordability level also was set at 35 percent. As discussed below, current housing costs place home ownership out of reach of all of the very-low-income group and most of the low-income range. For this reason, when analyzing housing needs met and those needs remaining, all very-low-income households were assumed to be renters, with a maximum affordable rent at 30 percent of gross income. The low-income group was considered to include both renters and owners. For renters, affordable rent was set at 30 percent of income, while affordable mortgage payments (including taxes and insurance) was set at 35 percent of income. All moderate- and above-moderate income households were assumed to be owners, at the 35 percent of income affordability level (no income limit was assumed for the above-moderate-income households).

NEW CONSTRUCTION—MARKET-RATE AFFORDABILITY

HOMES FOR SALE

As discussed previously, new homes for sale in Rio Vista during the planning period have been sold at affordable prices to many moderate-income households. Three new subdivisions have been constructed since 1988. The Alexander tract near White School was completed in 1991 and consists of about 150 single-family homes. Trilogy (ongoing) has about 550 occupied homes, with over 3,500 units projected at buildout. Homecoming, with 290 homes, is just being completed.

Tables 6-8 and 6-9 show income and affordability levels of Rio Vista households based on the Solano County median and housing production by affordability according to the criteria discussed above for each of the four income groupings recognized by State law. *Table 6-8* contains Solano County household incomes. *Table 6-9* shows the results of a quantitative analysis of affordability conducted by the City of Rio Vista based on HUD's household income guidelines for Solano County, as cited in the tables above. *Table 6-9* describes the number of units built and their prices when sold, the affordability limits of moderate-income households in each of those years, and the resulting number of homes sold at prices affordable to the moderate-income group in each year.

TABLE 6-8

Solano County Household Incomes, 1988 – 2001

Income Information	Year					
	1988 (\$)	1990 (\$)	1995 (\$)	1999 (\$)	2000 (\$)	2001 (\$)
Solano County median income	36,700	40,400	47,800	51,800	52,300	55,700
Above-moderate income						
>120% of median – Annual	44,041	48,481	57,361	62,161	62,761	66,841
Monthly	3,671	4,041	4,781	5,181	5,231	5,571
Moderate income						
81–120% of median – Annual	44,040	48,480	57,360	62,160	62,760	66,840
Monthly	3,670	4,040	4,780	5,180	5,230	5,570
Low income						
51–80% of median – Annual	29,360	32,320	38,240	41,440	41,840	44,560
Monthly	2,447	2,693	3,187	3,453	3,487	3,713
Very-low (low) income						
50% of median or less – Annual	18,350	20,200	23,900	25,900	26,150	27,850
Monthly	1,529	1,683	1,992	2,158	2,179	2,321

Note: Based on household income for a family of four.

Source: U.S. Department of Housing and Urban Development. HUD Income Guidelines for Solano County. 1988, 1990, 1995, 1999, 2000 and 2001.

TABLE 6-9
Housing Production by Affordability Level, 1988–2001

Income Levels and Costs	Year						1999 - 2001
	1988 (\$)	1990 (\$)	1995 (\$)	1999 (\$)	2000 (\$)	2001 (\$)	Affordable Units Constructed
Moderate Income							
Ownership – maximum annual income	44,040	48,480	57,360	62,160	62,760	66,840	
PITI – up to 35% gross income less \$100 utilities	1,285	1,414	1,573	1,713	1,731	1,850	
Maximum affordable sale price with 8% 30-yr mortgage	154,956	173,666	197,101	219,536	226,848	241,971	
10% down, \$3,000 closing							
Number of affordable units constructed	N/A	N/A	N/A	77	131	68	276
Low Income							
Ownership – PITI – up to 35% gross income less \$100 utilities	856	943	1,015	1,109	1,120	1,200	
Maximum sale price with 8% 30-yr mortgage w/10% down, \$3,000 closing	(81,749)	(106,362)	(120,985)	(128,797)	(136,609)	(149,188)	
Rental – Up to 30% of gross income less \$75 utilities	659	733	881	961	971	1,039	
Number of affordable units constructed	N/A	N/A	N/A	-	-	-	-
Very-Low Income – Rental							
Up to 30% of gross income less \$75 utilities	384	430	523	573	579	621	
Number of affordable units constructed	0	0	0	0	0	0	0
Total affordable units constructed							276
Total All Units Constructed							418

PITI = Principal, interest, taxes, and insurance.

Notes: Based on household income for a family of four; PITI for home ownership, contract rent for rentals.
No limit was assumed for above-moderate income households.

MULTI-FAMILY CONSTRUCTION

Almost no multi-family construction has taken place since 1988. This follows the general trend of multi-family construction, which declined dramatically in Solano County after the mid-1980s until recently.

1988–1998

The City of Rio Vista has provided information on the sale prices of new homes at the time of their permit issuance or final inspections for the subdivisions active during the 1988–1998 period. This information can be matched with the affordability ranges for the four income groups, using the above income limits in the year the homes were sold. Current rents for both single-family homes and apartment complexes also can be compared against current income and affordability limitations. This comparison allows a determination of the number of

households whose affordability requirements have been met by housing produced in Rio Vista since 1988 and also the housing needs remaining to be met. Further, the next section considers the impact of the Solano County Housing Authority's (SCHA's) direct assistance programs (Section 8 and vouchers). Of the 395 units for which building permits were issued during the years 1988–1998, 18 units were constructed in multi-family structures, and 48 mobile homes were annexed; the remaining 377 units were single-family detached dwelling units.

1999–2001

Rio Vista's housing supply has increased since 1998, particularly in more recent years. According to estimates by the Demographic Research Unit of the DOF, at the beginning of 1998 Rio Vista had a total of 1,628 dwelling units (1988). In January, 2001, the DOF estimated the presence of 2,046 dwelling units in Rio Vista. Compared with 1998 DOF data, this number indicates an increase of 418 dwelling units (or 26 percent) since January 1, 1998.

REMAINING HOUSING NEED 2001–2006

Table 6-10 identifies the remaining housing production needs remain for the 2001–2006 period, if the City is to meet the quantified Site Capacity and Production Objectives set forth in Table 6-6.

TABLE 6-10						
Remaining Housing Production Need (2001–2006)						
Income Category	1999–2006 Site Capacity Objectives (Number of Units)			1999–2006 Production Objectives (Number of Units)		
	1999–2006 Objective	1999–2001 Production	2001–2006 Remainder	1999–2006 Objective	1999–2001 Production	2001–2006 Remainder
Very-low income	357	0	357	278	0	278
Low income	190	0	190	195	0	195
Moderate income	342	276	66	362	276	86
Above-moderate income	502	142	360	556	142	414
Total	1,391	418	973	1,391	418	973

Table 6-9 shows affordable housing cost levels in Solano County for very low, low and moderate income households in selected years from 1988 to 2001. The table indicates the assumptions used in calculating the affordable sales prices for income levels above 70% of median, and rents for low and very low income households. For each income category, the table shows the number of units constructed at a rent or sales price that was affordable at that affordability level or below. From 1999 to 2001, a total of 254 units affordable to moderate income households and 22 units affordable to low income-affordable units were constructed in the years indicated. Since no multifamily units were constructed in this period, the only affordable units were single family homes sold at prices within the affordability limits indicated.

There were two development projects (subdivisions) and one new house under construction during 1999 to 2001. The Trilogy development (Shea Communities) sold homes in a price range

of about \$130,000 to \$220,000 in 1999; the prices rose to a range of \$160,000 to \$250,000 in 2001 (base prices). During this period, 58 of the approximately 250 homes sold were in the moderate-income affordability range for the year in which they were sold.

The homecoming subdivision (Schuler homes) was constructed between 1999 and 2001. In 1999, the prices in this subdivision ranged from the low \$120,000's to about \$180,000 and rose to about \$170,000 to \$230,000 in 2001, the last year of sales. In 1999, there were 21 homes in this subdivision that were sold at prices affordable to low income households in the 70% to 80% of median level (less than \$128,797). The rising market priced out the low income households at 70 - 80% of median in 2000 and 2001. The remainder of the 217 homes constructed during 1999 - 2001 were sold at prices affordable to moderate income households (217 - 21 = 196). In 2001, one modular home, valued at less than \$120,000, was constructed.

Due to the rapid changes in the local housing market during 1999 -2001 and the difficulty of pinpointing new home sales prices to exact dates in the Homecoming subdivision, the 22 homes that were most likely sold at prices affordable to lower income households will not be reflected in the calculation of remaining housing production needs (Table 6-10). These will be moved to the moderate income category. Because no multifamily units were constructed in 1999 - 2001, no units affordable to very low and low income households below 70 % of median were produced.

NON-CONSTRUCTION PROGRAMS—REGULATORY FLEXIBILITY, FINANCIAL ASSISTANCE, COST REDUCTION, AND DIRECT SUBSIDIES

REDUCED LOT SIZES AND INFILL DEVELOPMENT

On several occasions, the City has permitted the construction of homes on lots less than the "standard" 6,000 sq. ft., either through rezoning or the Planned Development process. In areas in the older sections of the community, the Zoning Ordinance should be changed both to reflect the historic character of the area and to maintain the existing density mix, which is inconsistent with single-family zoning. The Land Use element discusses this need and contains policies and implementing actions (specific plans and zoning ordinance amendments) to accomplish these objectives.

STATE AND FEDERAL PROGRAMS

STATE PROGRAMS

California Housing Finance Agency. The California Housing Finance Agency (CHFA) issues tax-exempt bonds, through its Home Ownership Home Improvement Program, to provide low-interest financing for home purchase or rehabilitation by households in areas with a shortage of reasonably priced mortgage money, and in areas where revitalization is necessary. Private for-profit and non-profit sponsors of new construction are eligible to receive loan commitments through this program. In addition, CHFA issues Redevelopment Agency Senate Bill 99 bonds to provide long-term, low-interest loans to finance rehabilitation or new construction in specified areas.

California Homeownership Assistance Program. The California Homeownership Assistance Program issues funds through HCD to pay for up to 49 percent of a home in return for equity participation. Commitments for the funds can be made to non-profit and for-profit developers of new construction.

Rental Housing Construction Program. The Rental Housing Construction Program is administered through HCD and provides funds to develop rental housing, primarily for low-income groups, through local agencies or the CHFA.

Predevelopment Loan Program. The Predevelopment Loan Program provides loans through HCD to local governments, housing authorities, or non-profit corporations for site acquisition and preparation, fees, and bonding expenses. A separate fund is also available to the same entities for land purchase in urban and rural areas.

State Homeownership Program. The State Homeownership Program will provide a \$15,000 second deed of trust at a 3 percent interest rate to help middle-income home buyers purchase a home.

FEDERAL FINANCIAL ASSISTANCE PROGRAMS

The City has pursued in the past, and is willing to pursue in the future, funding through available state and federal programs to reduce the cost of both for-sale and rental housing, through special development financing, tax credits, or direct subsidy of rents.

Mortgage Credit Certificate Program. The Mortgage Credit Certificate (MCC) Program was authorized by Congress in the Tax Reform Act of 1984. The program issues federal income tax credits for qualifying first-time homebuyers and thereby increases their ability to make payments on a home. The MCC tax credit is equal to 20 percent of the annual interest paid on a new first mortgage loan, thus enabling a higher maximum purchase price for new homes. Because the credit is applied to 20 percent of the mortgage payment, the credit generally increases the payment that is affordable to a particular household income, by 20 percent. In 1992, the State of California authorized issuance of up to \$20,000,000 in certificates (MCCs) for the local program (sponsored by the Solano Affordable Housing Foundation [SAHF]; the City of Rio Vista, City of Fairfield, and Suisun City; and Solano County) for purchase of homes in these cities and in the unincorporated areas of the county. In recent years, the amount of funded MCCs available to Solano County has dropped dramatically. Based on the dollar amount authorized, SAHF (the program administrators) could have issued only approximately 8 MCCs throughout the entire County over the past 3 years. SAHF has issued only 2 MCCs for both new and existing homes in Rio Vista since the program began.

The program essentially works with existing home finance lenders and does not subsidize down payments or mortgage payments; therefore, a minimum qualifying income is also necessary. For example, if the MCC program provided a homebuyer with an additional \$172 per month for principal, interest, taxes, and insurance payments, the buyer could afford an extra \$16,500 in mortgage than otherwise could be afforded. The MCC program may be considered suited for moderate-income and the upper third of low-income households. However, additional programs and subsidies are needed to make housing affordable to the remainder of

the low-income and all of the very-low-income households in Rio Vista and elsewhere in Solano County.

Solano County Housing Authority Section 8 and Voucher Programs. The federal Section 8 and Voucher programs provide a direct subsidy for qualified very-low-income families to ensure that these households do not pay more than 30 percent of their gross income for housing. The City of Rio Vista is a part of the SCHA, which contracts with the Vallejo Housing Authority to administer these programs in Rio Vista and other locations in the county. According to Vallejo Housing Authority staff, the number of new Section 8 certificates received by HUD and used in Rio Vista since 1998 is about 30. To the knowledge of the Vallejo staff, no certificates were used in conjunction with any new apartments built during this time. Rather, all 30 certificates were used to make market-rate, otherwise non-affordable housing, affordable to these very-low-income households.

Section 202. The Section 202 program provides long-term direct loans to private, non-profit sponsors in order to finance new rental housing construction for elderly and handicapped targeted income group members. It allows for reduction in the cost of new apartment construction (and thereby the necessary rents). It may be used in conjunction with Section 8 and/or other programs.

Community Development Block Grant. The CDBG program is a major federal program available to assist local government in the development of affordable housing. Funds are used to encourage the construction of low-income housing, including funding non-profit corporations in their housing construction projects to acquire or write-down the cost of land for residential units of low- and moderate-income households and infrastructure improvements to assist in the construction of affordable housing. In the past (late 1980s), the City has used this funding source to obtain housing rehabilitation loans for owner-occupied lower income households.

The HOME Program. The Home Program, administered through HCD, provides a matching grant of up to \$1 million for projects that are at least 20 percent affordable to lower income households.

Rental Housing Tax Credits. Rental housing tax credits are available to developers of rental housing that are affordable to households earning no more than 60 percent of median income (the "lower third" of the low-income group and all of the very-low-income group). Tax credits represent the federal government's largest effort to assist in the development of housing affordable to low-income households. The tax credits enable the owner of a rental complex that is affordable to low-income households to take an annual tax credit equal to 9 percent of the depreciable basis of the complex against the owner's federal tax obligation for up to 10 years.

Community Reinvestment Act. The Community Reinvestment Act is a federal program that directs local financial institutions to develop specific financing programs for low- and moderate-income housing.

REDEVELOPMENT AGENCY

The City created a Redevelopment Agency in 1988. The Redevelopment boundaries are shown in *Figure 6-1*. Redevelopment is widely used in California as a tool for implementing economic development and constructing affordable housing. The primary benefits of a Redevelopment Agency are the ability to raise funds and finance infrastructure and other projects through tax increment financing; and the ability to assemble sites for conveyance to private developers of commercial, industrial, and housing projects that benefit the community. Typical redevelopment projects are downtown revitalization, industrial park development, infrastructure, and amenities that facilitate development and affordable housing.

LOW/MOD HOUSING SETASIDE FUND

The Community Redevelopment Law requires that not less than 20 percent of tax increment revenue allocated to the Redevelopment Agency from the Project Area shall be used to increase or improve the community's supply of very-low-, low-, and moderate-income housing (referred to as the "Low/Mod Housing Setaside Fund"). The law also requires that at least 15 percent of all new or rehabilitated dwelling units developed within the Project Area by public or private entities other than the Agency be affordable to low- and moderate-income households. Of the low- and moderate-income units, 40 percent (6 percent of the total) must be affordable to households in the lowest income group.

**Figure 6-1
REDEVELOPMENT AREA**



Rio Vista General Plan 2001

IMPLEMENTATION PLAN AND 10-YEAR HOUSING PROGRAM

In September 2000, as required by Redevelopment law, the Redevelopment Agency updated and adopted an Implementation Plan that indicates how housing will be provided over the next 10 years. To date, only administrative funds have been spent on housing, and there is a fund balance of about \$200,000 for program activities. The Implementation Plan also projects that about \$500,000 will be spent on affordable housing over the next 5 years, including a substantial portion of the fund balance and future increment revenues. The Agency established a Deferred Payment Assistance Loan program for lower income households in 1997; to date, however, no loans have been made.

The primary purpose of the Agency's housing programs is the preservation and development of affordable housing for low- and moderate-income households. In addition, the Agency's housing programs will assist in the elimination of blight by offering residential property owners incentives to repair or improve their property; by creating new, well-designed residential housing projects in the community; and by ensuring, through covenants and restrictions, that housing developments assisted by the Agency will be well maintained for their useful life.

PRIVATE PROGRAMS

California Community Reinvestment Corporation. The Community Reinvestment Act, enacted by Congress in 1977, encourages local financial institutions to actively identify and help meet the credit needs of their communities. The California Community Reinvestment Corporation (CCRC) was established by a consortium of federally chartered banks in California and provides below-market-rate financing for the development of affordable housing.

Federal Home Loan Bank Board. The Federal Home Loan Bank Board established the Affordable Housing Plan (AHP), which provides grants for the development of affordable rental housing.

Non-Profit Housing Corporations. The establishment of a strong, locally-based non-profit housing development corporation committed to working with the City, business, and development communities could play a significant role in successfully implementing the affordable housing program through the development and long-term management of affordable housing. This type of non-profit firm could perform functions that the City, business, and development communities are either unable or unwilling to undertake on their own.

Reverse Annuity Mortgage. The creation of a home equity conversion program (reverse annuity mortgage) would work in conjunction with local financial institutions to allow elderly homeowners a method of extracting equity out of their homes for repairs and as supplemental income.

REVIEW OF THE 1992 HOUSING ELEMENT

Between January 1988 and December 1998, Rio Vista added a total of 448 residential dwelling units, based on building permits issued for new construction. This included 412 single-family homes and 36 multifamily units. It should be noted that the original timeframe of the Housing Element was 1988 through 1995, however, State law extended the timeframe through 1998. The

total units produced from during that time was less than half the City's total projected need of 770 as determined by ABAG in 1988. About half of these units were in the above moderate price range, although in the Homecoming subdivision, there were models with small floor plans that were affordable to the highest 10% of the low income household range and all models were affordable to moderate income households (the rapid appreciation of recent years began in 1999 in Rio Vista). The Trilogy development also sold a number of smaller floor plans affordable to moderate income households. A third subdivision, River Country Estates, sold from 1988 - 1991 but these were not affordable to moderate income households. The recession in the housing market experienced from the early to mid-1990's is considered to be the primary reason that the total number of projected new units was not reached.

Although the goals for new construction for Very Low and Low Income households were not met, 36 apartment units were constructed during a period which was not favorable for new construction of rental units for any price range. All of these were affordable to low income households; it is not known whether any were affordable to very low income households. For the purpose of this review, it is assumed that they were not. It is anticipated that there may be more interest in developing rental housing in the near future, as evidenced by apartment construction during the past two years in other Solano County cities. Rents have been on the rise since 1999, coinciding with the higher appreciation rates in single family houses.

As shown on the following tables, during the reporting period, 26 units were rehabilitated, 10 of which were affordable to very low income households and 16 affordable to low income households. These rehabilitated units were funded through two CDBG grants; all are subject to rental agreements that keep the units affordable. Although the rehabilitated units did not add to the overall inventory of units, they did have a significant impact on the inventory of units with long-term affordability restrictions for low and very-low income households.

A total of 75 very low income households attained affordable housing through Federal rental assistance (Section 8 Certificates and Vouchers) administered for Solano County by the Vallejo Housing Authority.

The following tables provide summaries of the number of units achieved and the performance of the previous Element's goals and programs during the period January 1, 1988 through December 31, 1998. It should be noted again that per State legislation, the timeframe for the previous Housing Element was extended from 1995 to 1998. Therefore, units constructed from 1995 through 1998 go towards meeting the goals of the previous Housing Element. Units produced in 1999, 2000 and 2001 are considered to be in the current period for which this Element is concerned and will be counted as such.

**PROGRESS MADE IN MEETING REGIONAL HOUSING NEED AND LOCAL
QUANTIFIED OBJECTIVES FOR PREVIOUS HOUSING ELEMENT 1988 - 1998**

	Very Low Income (Less than 50% of Median)	Low Income (50 to 80% of Median)	Moderate Income (80 to 120% of Median)	Above Moderate Income (Over 120% of Median)	Total
Regional Housing Need	193	123	177	277	770
Quantified Objectives	116	111	242	301	770
New construction	3	36	164	212	448
Rehabilitated units	10	16	0	0	26
Assisted Units	75	0	0	0	75

	Very Low Income		Low Income		Moderate Income		Above Mod. Income	
	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual
Goal 1: New Construction								
Private new construction	96	0	81	36	242	212	301	2
INCENTIVES	20	0	30	0				
Second Dwelling Units	27	3						
Support Non-Profit Agencies	43	0	66	0				
Redevelopment	16	0	18	0				
Mortgage Revenue Bonds and Tax Credits			5	0	10	6		
Goal 2: Rehabilitation and Conservation								
Below-Market-Rate Rehabilitation Loans	10	10	15	16				
Housing Assistance (Not a Specific Goal)								
Section 8 Certificates and Vouchers	0	75						
Mortgage Subsidies			12	0				
PROVIDE EMERGENCY SHELTER	50	Unknown						
TOTALS	262	88	227	52	252	218	301	2

E. Outlook

POPULATION, INCOME, AND HOUSING

Despite the California recession of the early 1990s, Solano County's population growth remains strong. ABAG estimates that the county will add over 61,800 new residents between 1990 and 2000, making it the fastest growing county in the region. Although other counties will experience higher absolute population increases, Solano County will experience the highest percentage increase in population between 2000 and 2020. The County's population will increase by about 36 percent, or 146,100 residents in the 20-year period. (Association of Bay Area Governments, 1999.)

Solano County, along with Santa Clara County, has the highest average number of persons per household in the region. As in other counties, this average has increased significantly since the mid-80s. In 1990, Solano County had an average of 2.88 persons per household. For 1995, ABAG estimates this number at 2.94 and, as shown in *Table 6-11*, the estimate for 2000 is 2.97. ABAG expects the average household size to peak at 3.03 in 2005 and then to decline to 2.96 in 2020. (Association of Bay Area Governments, 1999.)

TABLE 6-11
Projected Demographics for Solano County (2020)

	2000	2005	2010	2015	2020
Total population	401,300	450,300	481,700	514,800	547,400
Household population	387,000	434,100	465,400	498,300	530,800
Persons per household	2.97	3.03	3.02	2.98	2.96
Households	130,320	143,060	154,220	167,330	179,210
Mean household income (in constant 1995 dollars)	\$60,400	\$64,800	\$67,900	\$71,700	\$75,000

Source: Association of Bay Area Governments, 1999.

Throughout the forecast period (2000-2020), household growth is projected to be clustered in three major growth centers: Fairfield, Vacaville, and Vallejo. These three communities will account for over 70 percent of the county's 48,890 new households. Fairfield will undergo the most growth, with 14,800 new households. Vacaville will add 11,050 households, and Vallejo (an older community) expects to add 8,700 households. (Association of Bay Area Governments, 1999.)

Rio Vista will see the most dramatic change of the cities in Solano County. In fact, Rio Vista will experience the largest percentage increase in population and households in the region. (Association of Bay Area Governments, 1999.)

In July 1994, the Solano County Board of Supervisors adopted the Orderly Growth Initiative that restricts development on agricultural land outside cities. This action extended policies initiated in Measure A, which were due to expire in 1995. Cities are allowed to annex agricultural land only if it is contiguous to that city's municipal limits. In addition, the formation of a new town would require a vote of the electorate. Consequently, ABAG does not project that significant development will occur outside Solano County's existing cities. (Association of Bay Area Governments, 1999.)

COMPARISON OF UNIT POTENTIAL AND PROJECTED HOUSEHOLD GROWTH

Table 6-12 contains a summary of Rio Vista's projected population and housing characteristics. Table 6-13 contains a summary and comparison of Solano County's projected population, housing, and job characteristics by city and county.

TABLE 6-12

Summary of Projected Population and Housing
Characteristics for Rio Vista

Description	Projection Year				
	2000	2005	2010	2015	2020
Population	4,400	8,700	13,400	17,500	24,400
Number of households	1,590	3,180	4,960	6,560	10,120
Persons per household	2.65	2.7	2.64	2.62	2.39
Mean household income (in constant 1995 dollars)	\$53,400	\$57,800	\$60,100	\$64,400	\$67,100
Employed residents	2,200	4,100	6,200	8,600	10,800
Total jobs	1,780	2,250	2,630	2,940	3,190

Source: Association of Bay Area Governments, 1999.

HOUSING CONSTRAINTS

The provision of adequate, safe, comfortable and affordable housing to all economic and social segments of the City of Rio Vista is constrained by a combination of economic, social, and institutional factors. Homebuilders, including for-profit developers, non-profit housing organizations, and governmental agencies, require both the resources and a working environment that is conducive to building homes according to the needs identified by each type of homebuilder. In any community, the construction of homes is constrained by a combination of housing standards (the regulatory requirements for housing conditions) and market demand (the ability of households to expend resources on housing according to the supply and cost of housing). Providing a variety of housing standards or a variety of market choices (choices other than housing type, such as purchasing power or location) will greatly minimize these

constraints. Through this Housing element, the General Plan as a whole, and other means, the City of Rio Vista seeks to provide this essential variety.

Governmental and non-governmental constraints to the housing supply are discussed below.

TABLE 6-13
Summary of Projected Population, Households, and Jobs
for Solano County (1990-2020)

	2000	2005	2010	2015	2020
Population					
Benicia	27,500	28,500	29,000	29,400	30,100
Dixon	15,200	17,900	20,500	23,800	26,900
Fairfield	93,500	106,400	112,200	120,700	128,200
Rio Vista	4,400	8,700	13,400	17,500	24,400
Suisun City	26,900	29,400	30,300	30,900	31,400
Vacaville	89,400	98,100	102,000	106,700	111,100
Vallejo	114,600	123,200	129,200	133,800	138,300
Unincorporated	29,800	36,100	45,100	52,000	60,000
Solano County	401,300	450,300	481,700	514,800	547,400
Households					
Benicia	10,080	10,310	10,490	10,670	10,720
Dixon	4,860	5,760	6,580	7,460	8,250
Fairfield	29,920	32,620	34,710	37,770	39,990
Rio Vista	1,590	3,180	4,960	6,560	10,120
Suisun City	7,630	8,340	8,670	8,960	9,100
Vacaville	28,030	30,040	31,720	33,730	36,360
Vallejo	38,310	40,370	42,500	45,160	46,900
Unincorporated	9,880	12,440	14,590	17,010	19,770
Solano County	130,320	143,060	154,220	167,330	179,210
Jobs					
Benicia	12,470	13,340	14,450	15,140	15,600
Dixon	4,930	7,050	7,580	7,750	7,920
Fairfield	33,950	37,430	43,980	54,730	63,070
Rio Vista	1,780	2,250	2,630	2,940	3,190
Suisun City	4,910	6,230	9,010	10,000	10,530
Vacaville	26,350	31,920	35,910	38,570	41,460
Vallejo	33,010	37,550	42,810	45,300	47,260
Unincorporated	12,110	13,100	15,590	18,640	21,750
Solano County	129,510	148,870	171,960	193,070	210,780

Source: Association of Bay Area Governments, 1999.

GOVERNMENTAL CONSTRAINTS

Governmental policies and regulations can constrain future residential development to varying degrees by imposing requirements and limitations on such development. These actions in turn can affect the cost of housing. Generally, governmental constraints include land development controls, development processing procedures and fees, the amount of vacant land designated or zoned for residential use in the various density categories, and requirements for the provision of services and facilities. In addition, compliance with the regulatory requirements associated with Air Quality Management Plans, Congestion Management Plans, the Endangered Species Act and the Clean Water Act, contributes to increased costs of housing construction in the local area.

In the absence of governmental controls, theoretically the free market would provide *some* type of housing for everyone in need of shelter; however, community standards for health, safety and development patterns require that housing meet certain objectives for construction. These community standards, expressed in governmental regulations, are "popular" in that they represent the community at large, and no substantial portion of the community desires housing that is below these standards. Furthermore, the majority of the community "demands" that no housing below these standards be constructed even for those whose resources are insufficient to pay the costs of meeting these standards. In addition, the City of Rio Vista's building code, zoning, and other land use controls provide for a range of housing types and densities to ensure that housing affordability and choice is maximized.

APPROVAL PROCESS

Minor residential subdivisions are generally processed in 9-12 weeks. Larger development applications may take between 6 and 12 months to process, depending on the nature of environmental review required. The City's Zoning Ordinance requires that all commercial, multi-family (over two units), and new subdivisions be reviewed for compliance with general community design standards for site planning concerns such as circulation, orientation of buildings, location and visibility of common areas, and landscaping. Building architecture is also reviewed for general principles. Individual single-family homes are reviewed at the staff level; the City's Planning Commission reviews other developments. Rio Vista's process is similar to that in other nearby communities. The process may be slightly less cumbersome than typical in Solano County, in that there is no discretionary review body other than the Planning Commission to increase the procedural requirements of this process. Further, the Development Agreement and planned unit development (PUD) process has been used to establish administrative review within these projects where more specific design criteria have been established. This one-stop review minimizes procedural requirements and processing time. The processing times and procedures in Rio Vista are typical of those in most Bay Area communities and do not pose undue constraints to residential development.

The residential architectural standards described in the Community Character and Design Element for both single and multifamily developments are for the most part, typical of Solano County cities. Review criteria include such items as building articulation, façade elements and details that create interest, shade and shadow, a strong sense of entry and orientation to public streets and rights of way. Elements such as bays, porches, eaves and similar features are encouraged.

Where the Rio Vista standards are somewhat unique is their requirement for single family front-facing garages to be set back to at least 30 feet. At the same time, front walls are allowed a reduced setback of 15 feet and porches and design features may be placed as close as 10 feet to the front property line. This accomplishes three objectives: a more pedestrian - friendly streetscape is created by reducing the impact of the garage and auto domination; makes narrower lots allowable by right, so long as overall density requirements are met; allows more parking on the lot, thereby reducing the need for on-street parking; and thereby allows for a narrower street right of way and less paving. The overall effect of this requirement probably reduces cost by allowing the narrower roadway widths, which should more than offset the additional driveway length required for the greater garage setback. The reduced roadway widths are allowed for public as well as private streets, as long as the garage standards are met. Overall, the standards are designed to allow higher than "typical" densities through better design, while reducing infrastructure costs. Processing time is reduced by avoiding the need to use private streets to take advantage of the reduced widths.

FARMWORKER HOUSING NEEDS

While the permanent farmworker population has the same needs as other lower income households, the migrant population is somewhat different. In particular, temporary housing is needed for families that travel together, as well as the opportunity for workers without families present to be housed during their seasonal employment. Boarding houses have traditionally provided shelter for seasonal or temporary workers, as have dormitories or simple rooms for rent in single family homes. The Rio Vista Zoning Ordinance currently allows boarding houses in multi-family zoning districts. 'Carriage houses' or rooms for rent without kitchen facilities are allowed in single family districts as well. The review of the zoning and subdivision ordinances (IM H-2) and the residential land use inventory will provide an opportunity for assessment of appropriate locations for these types of facilities. Boarding houses or rooms for rent may be considered in a similar fashion as group homes, with such arrangements for up to 6 (or some other number) individuals allowed in single family, as well as multifamily districts.

ARTICLE 34 REFERENDUM

The City would request authority from City voters by means of an Article 34 Referendum if the City's involvement in an affordable project through liens, ownership, or management is deemed necessary. The referendum requires that voter approval must be obtained before any public entity undertakes programs to own, manage, or finance housing where more than 49 percent of the units are reserved for low-income affordable housing. If, during the implementation of the City's affordable housing programs, it became apparent that direct City involvement would be required to successfully complete a project, the City would place an Article 34 Referendum on the next scheduled ballot for voter approval.

PERMITS AND FEES

Building permits must be secured before commencement of any construction, reconstruction, conversion, alteration, or addition. Approval of permit applications is based on conformity with the Zoning Ordinance, although the City has the power to grant variances from the terms of the ordinance within the limitations provided in the ordinance.

Development processing and permit fees and exactions add to housing construction costs. Planning, building, and growth impact fees assessed by Solano County jurisdictions are among the highest in the region according to a study of the Bay Area Council. In general, however, permit fees are typically high in rapidly growing communities, as supporting infrastructure is not in place and must be provided by new development. The City of Rio Vista fees for construction of a typical single-family home within development agreement projects are approximately \$26,000 for transportation improvements, municipal facilities, water, drainage and wastewater facilities, and other public facilities and services. The City of Rio Vista's fees for new residential development are generally lower than fees charged in other cities in Solano County, and in most cities in growth corridors of the San Francisco Bay Area. (The average fee for City services in central Solano and eastern Contra Costa County, not counting school fees, is about \$30,000.)

In addition to the City's fees, Solano County charges a public facilities fee of \$2,395 for public facilities and services needed in response to rapid growth in Solano County. In addition to City and County fees, a school impact fee is required for each residential unit, currently set by the River Delta Unified School District at about \$3.00 per square foot of habitable floor space

The total fee for new construction of a 1,500-sq. ft., three-bedroom home in Rio Vista is about \$32,000. In the neighboring communities, the equivalent fees are in the upper \$30,000s and low \$40,000s. A typical two-bedroom, multi-family unit of 800 sq. ft. would be expected to require about \$30,000 in fees. Therefore, Rio Vista continues to be a bargain compared to fee structures in nearby communities. *Table 6-14* compares residential fees and taxes in Rio Vista to those in nearby communities.

TABLE 6-14

**Residential Fee/Tax Comparison by City and County
for Unrestricted (Family Housing)**

City – Last Adjusted	City					Other	County	Totals (\$)
	Roads (\$)	Sewer (\$)	Water (\$)	Capital Facilities (\$)	Parks (\$)	Development Fee (\$)	Capital Facilities (\$)	
Rio Vista – 1991	6,357	5,283	3,767	3,160	1,057	2,164	2,395	24,183
Brentwood – 1996	6,922	2,329	2,889	1,441	4,011	2,988	N/A	20,580
Fairfield – 1997	4,121	6,879	5,389	3,427	2,994	N/A	2,395	25,205
Suisun City – 1993	5,762	7,132	2,952	2,700	2,228	N/A	2,395	25,168
Vacaville – 2000	6,130	5,467	5,358	1,168	2,950	N/A	2,395	23,468

Note: Development impact fees have been adjusted to 2001 dollars, based on construction cost inflation since their adoption.

SUBDIVISION STANDARDS

General standards for off-site improvements, such as streets, sidewalks, bikeways, and street lighting, re established in the City's Standard Plans and Specifications, established under the

Subdivision Ordinance and updated periodically. The minimum width for streets in a residential development is 36 feet from curb to curb. Exceptions are made only for existing public alleys, which must be a minimum of 20 feet wide. This street width is a standard requirement in Solano County and is typical of most neighboring communities (Fairfield, Vacaville, and Suisun City).

With the advent of newer development approaches, such as “smart growth,” “performance regulations,” and “New Urbanism,” a number of California communities are re-thinking the conventional wisdom of these standards. Streets of the typical standard tend to accommodate higher automobile speeds, are devoid of public landscaping or street trees, do not relate to the density of the neighborhood or the amount of auto traffic anticipated, and place an additional burden on low-income residents by eliminating alternatives and increasing reliance on more expensive automobile transportation. The performance street standards proposed by the policies of the Circulation & Mobility and the Community Character & Design elements call for narrow streets where density and traffic considerations allow, multiple connections to destinations, and shorter blocks to foster easier walking and transit access. The Standard Plans and Specifications will need to be amended to provide for these alternative street standards (*see the Land Use, Community Character & Design, and Circulation & Mobility elements*). In the meantime, larger projects will be encouraged to use the performance standards through the Development Agreement and PUD procedure.

As in most Bay Area communities, developers are expected to pay the cost of water and sewer connections and a share of the costs of any expansion of water or sewage treatment facilities necessitated by development. These required improvements do not exceed the standards typically found in the Bay Area and do not constitute undue development constraints.

LAND USE CONTROLS

Land development controls include policies and regulations contained in the City’s General Plan, Subdivision and Zoning Ordinances, and building codes.

In 1991, the City of Rio Vista approved significant amendments to its General Plan, which created the capacity for some 8,000 dwelling units on over 2,300 acres of newly annexed land. The Trilogy, Homecoming, Brann and Gibbs Ranches and the Esperson property all were part of those amendments and annexations. The River Walk property (Seeno) was annexed in 1981. The comprehensive amendments now being undertaken do not remove or “downzone” any of these properties from their previous land use designations or capacities for residential development (*see the Development Constraints & Boundaries and the Land Use elements*). Constraints to housing development imposed by the General Plan have been largely eliminated as a result. To the contrary, the Plan recognizes and incorporates in the Land Use Element, conceptual plans prepared for some of these projects.

The City of Rio Vista Zoning Ordinance designates land uses, height, bulk, density and parking standards throughout the City. The Zoning Ordinance was designed for consistency with the General Plan. The Zoning Ordinance provides a variety of residential use designations with densities ranging from 0.1 to 28 dwelling units per acre. The ordinance has not been comprehensively updated since its adoption; although a number of amendments have occurred as required by circumstances over the years, its basic format still dates from 1966.

In terms of specific requirements, Rio Vista has a minimum site area per unit of 6,000 sq. ft. in single-family residential districts, 3,000 sq. ft. on sites zoned for duplexes and triplexes and 1,500 sq. ft. for multi-family residences. Lot coverage is limited to 40 percent in single-family areas, 50 percent for duplexes and triplexes, and 60 percent on sites zoned for multi-family residential use. Parcels zoned for single-family homes and duplexes require a 5-foot side yard setback, 15 feet in the rear yard and 20 feet in the front. Triplexes and multi-family residences require setbacks of 15 feet in the front, 10 feet in the rear yard, and 5 feet on the side. Minimum parking requirements are one covered parking space for each single-family dwelling and one and one-half spaces for each duplex or multi-family dwelling unit.

California Government Code Section 65915 requires cities to grant a density bonus of up to 25 percent, or provide other incentives of equivalent financial value, if the developer agrees to construct at least 25 percent of the total units of a housing development for low- and moderate-income families. For example, the R-1 Single-family lot size can be reduced to 4,800 sq. ft. through the use of the 25 percent density bonus. To date, however, the City has not received an application involving a density bonus under Section 65915. Therefore, the State density bonus program has not provided a sufficient incentive for the construction of affordable housing. This is at least partly due to the fact that, because of lower land costs in Solano County and particularly in the Rio Vista area, higher densities do not increase the affordability of housing as much as higher densities would in more central locations in the Bay Area.

The Land Use and Community Character & Design elements of this General Plan provide for constructing second dwelling units or carriage units in single-family developments. The Zoning Ordinance allows for such units to be constructed either as part of a PUD or with a conditional use permit.

A number of provisions of the Zoning Ordinance need to be amended to allow more efficiency and flexibility, particularly in the historic pre-World War II neighborhoods. Two examples are unintended restrictions on infill projects because of the 6,000 sq. ft. minimum lot sizes and 60-foot widths required by all of the multi-family zones; many existing lots in the pre-World War II neighborhoods are less than 6,000 sq. ft. The ordinance also prohibits rehabilitation and other measures to bring existing second dwelling units and a number of multi-family structures into conformity because these are located in predominantly single-family blocks zoned R-1. These problems mainly result from applying well intended but inappropriate conventional zoning ordinance standards in historic neighborhoods. A new zoning category and approach to infill development and the historic neighborhoods is needed.

The solution to almost all of the above constraints on affordable housing is a comprehensive amendment to the Zoning Ordinance that will address administrative, formatting, organization, and substantive issues as one effort.

Table 6-15 shows the minimum lot sizes for the City's single- and multi-family residential zone classifications under the current Zoning Ordinance, with and without density bonuses.

TABLE 6-15 Minimum Lot Sizes in Rio Vista under the Current Zoning Ordinance				
Zone	Base Minimum Lot Size (sq. ft.)	Minimum Lot Area Per Dwelling Unit (sq. ft.)	Base Units Per Net Acre	Maximum Density with 25 % Bonus ^a
R-1 Single-family	6,000	6,000	7.26	9.08
RM-2 Duplex	6,000	3,000	14.52	18.25
RM-3 Multi-family	6,000	1,500	29.04	36.3
RM-4 Multi-family ^b	6,000	1,500	29.04	36.3

^a State-required low-income density bonus

^b RM-4 differs from RM-3 only by allowing limited, small commercial/office uses as conditional uses (use permit required) Multiple family housing is a permitted use in both districts.

Source: *Rio Vista Zoning Ordinance*, revised 1997.

BUILDING CODES

The latest edition of the Uniform Building Code (UBC) is enforced in Rio Vista. The City's Building Department ensures that new residences, additions, and auxiliary structures meet all of the latest construction and safety standards. Building permits are required for any construction work. Rio Vista has no local building or construction code restrictions beyond those prescribed by the UBC.

CONSTRAINTS ON HOUSING FOR PERSONS WITH DISABILITIES

The City has adopted the Uniform Building Code, 1997 version. There are no additional local codes which place additional requirements on permitting facilities for accommodating disabled persons. At the same time, the City has not instituted programs aimed specifically at processing or responding to requests for accommodations. Such requests are typically made through permit inquiries for construction purposes or to various departments if other access issues are involved (handicapped ramps on sidewalks, parking, etc.) While there is no program or policy in place to proactively remove constraints on development or conversion of residential facilities for disabled persons, there has not been any such constraints specifically demonstrated or called to the City's attention. Generally, the building permitting process treats the construction or conversion of residential facilities to accommodate the disabled in the same manner as any other construction - no special permits or processes are required for such construction. Ramps or other exterior improvements simply need to meet building and fire codes. Typically, such "architectural features or appurtenances" are allowed to encroach into a required setback by up to 3 feet.

The City has not specifically reviewed the Zoning Ordinance or other land use policies with respect to ADA. No apparent conflicts between local ordinances or practices and ADA have been identified. The zoning ordinance does not have a process in place to identify reduced parking demand for disabled or any other facilities; this is one of the issues that will be addressed in the comprehensive ordinance review that is called out in Implementation Measure H-2. With respect to occupancy, the zoning ordinance does not differentiate between unrelated

individuals and related individuals in a household for the purpose of determining compliance with "single family" zoning districts. Special needs housing such as group homes do not have specific siting requirements called out, such as distance separators, etc. Proximity or number of other use-permitted facilities could be a consideration for group homes for over 6 persons, which require a conditional use permit. There is no such requirement for permitted uses such as group homes with 6 or fewer individuals.

The City did adopt a policy and process for considering requests for designating handicapped parking spaces in residential neighborhoods, particularly for those older neighborhoods where houses typically do not have a driveway off the fronting street and the garage may be detached from the house. These requests are considered on a case-by-case basis, with the Police and Public Works Departments having authority to grant the request without special permit, provided the applicant demonstrates the need and is willing to pay to have the signage installed and removed when the space is no longer needed.

The Zoning Ordinance currently allows group homes and related facilities accommodating up to 6 persons as a permitted use in all residential and most commercial zones. Such uses are not allowed in the C-3 (heavy/service commercial), C-2A (Airport Commercial), or industrial zones. Such facilities are permitted in the C-1 (Neighborhood) and C-2 (General) commercial zones, which include downtown. Group homes for more than 6 persons are allowed with a conditional use permit in the same zoning districts as the smaller facilities. No special notices are distributed for the permitted (less than 6 persons) facilities. For homes accommodating more than 6 persons, the standard use permit legal notice is published in a newspaper of general circulation and mailed to property owners located within a 300-foot radius of the subject property, as required by State law. Accessory services such as vehicles, counseling services or commercial kitchens are not required to receive a special permit except for routine State or County Health Department requirements. Larger facilities that serve a larger home (more than 6 persons) would be taken into consideration at the same time as the conditional use permit.

PUBLIC FACILITIES

To date, water supply has not been a significant concern. The environmental impact reports for the major annexations in 1991 identified a large capacity in the aquifer used for Rio Vista's wells; these data were not updated. The Public Works Department is conducting an aquifer study that will be completed by the end of 2001 (*see the Public Facilities & Services element*). Water is not anticipated to be a significant constraint.

Wastewater treatment capacity is currently limited. Both the 1991 and this General Plan call for a new Northwest Wastewater Treatment Plant to be constructed north of Airport Road adjacent to the municipal airport. The plant will serve the majority of the Esperson and River Walk properties; portions of the industrial/employment areas east of Church Road; and all of the Brann, Gibbs, and Trilogy projects. Currently, Trilogy is served by a temporary plant with an approximate capacity of 0.2 million gallons per day, or enough for about 1,200 senior-restricted homes. At current rates, the plant will accommodate Trilogy for about 3 more years.

The City recently has completed a programming phase for the new plant. California Environmental Quality Act clearance is underway, and design is expected to begin by the end

of 2001. The plant is expected to be operational by late 2003 or early 2004. Municipal bond financing will be used, backed by an assessment on the properties that will be served. The participating developers will be provided credits against future sewer hookup fees.

The old Rio Vista wastewater plant is located on Beach Drive, south of the former Army Reserve base. The plant currently is being upgraded and will provide enough capacity for the existing community and Homecoming, Rio Vista Business Park, Vineyard Bluffs, and parts of the Esperson property. Construction will be complete in November 2001.

NON-GOVERNMENTAL CONSTRAINTS

FINANCING AVAILABILITY AND INTEREST RATES

The availability of money or capital is a significant factor that can control both the cost and the supply of housing. Two types of capital are involved in the housing market: (1) capital used by developers for initial site preparation and construction, and (2) capital for financing the purchase of units by homeowners and investors. For many prospective homeowners, high interest rates can make home ownership infeasible because incomes are not adequate to meet required mortgage payments. For builders, high interest rates translate to higher development costs, which must in turn be passed on to the home buyer so that the builder can make a profit from the development. Thus, while financing considerations may not constrict Rio Vista's housing supply at the present time, they could directly affect the affordability of the City's housing.

In general, financing for new residential development in Rio Vista currently is readily available to established borrowers at reasonable interest rates. During the 1990s, interest rates for conventional mortgages and construction loans ranged from 8 to 9 percent. Recently, however, interest rates remain fairly low, at around 6–8 percent, and home ownership has become more feasible for those households unable to qualify during the 1980s. Current permanent financing rates are around 7.0 percent for 30-year, fixed-rate mortgages.

LAND COSTS

Prices for residential land in the Rio Vista area are slightly less than those in other urbanized areas of eastern Solano County and Yolo County, due to Rio Vista's greater distance from other urbanized areas and the interstate highway. Improved single-family lots in the city are typically sold for about \$40,000 to \$65,000, depending on their size and location. Prices for single-family or multi-family residential land that is unimproved (i.e., not currently served by water, sewer, and other public services) are approximately \$50,000–\$75,000 per acre, when the land is sold in parcels of 20 acres or more.

Land costs typically comprise about one-quarter of the total costs of residential development. Because of the better efficiency of land utilization typically realized with multi-family development, land costs for apartments are proportionately somewhat lower than costs for single-family development.

CONSTRUCTION COSTS

Construction material and labor costs have risen substantially in recent years. In Rio Vista, residential construction costs (not including the costs of permits and fees) currently range from \$70 to \$85 per square foot for single-family development and from \$55 to \$75 per square foot for multi-family units. These figures are roughly comparable to construction costs in the San Francisco Bay Area.

MARKET RENTS AND THE PROJECTED COST OF NEW MULTI-FAMILY HOUSING

As noted in *Table 6-16*, low-income households that are renting are considered to be able to afford up to \$1,114 in monthly rent (including an allowance for utilities of \$75 for a typical two-bedroom unit). Typical rents for single-family homes range from around \$1,000 to \$1,300 for standard homes and up to \$1,600 for a "move-up" home. Clearly, most market-rate rental housing is affordable to at least the upper third of the low-income group of households, even considering the projected rent for new apartments (*Table 6-16*). *Table 6-16* shows that the projected new apartment rent is affordable to a household earning 50.4 percent of median income. Almost all existing two-bedroom apartments (\$800/month + \$75 utilities) are affordable to households earning 55 percent of median income.

Rio Vista existing multi-family rental rates and affordability are shown in *Table 6-16*. *Table 6-17* shows the cost of development and required rent for a typical two-bedroom, 700-sq.-ft. new unit. Allowing an additional \$75 per month for utilities, the rental amount of \$910 is affordable to a low-income household earning approximately 71 percent of median income ($\$985 / 30\% \times 12 = \$39,400 / \$55,700 = 71\%$).

TABLE 6-16

Multi-Family Rental Rates and Affordability in Rio Vista

Apartment Size	Maximum Household Size	Market Rents with Utilities	Affordable Rents (Includes Utilities)		
			Very-Low Income	Low Income ^a	Moderate Income ^a
One bedroom	Two persons	\$650	\$558	\$891	\$1,338
Two bedrooms	Four persons	\$875	\$696	\$1,114	\$1,671
Three bedrooms	Six persons	\$925	\$808	\$1,293	\$1,939

^a Based on an affordability factor of 30 percent of gross income for rental units; the owner-occupancy affordability factor is 35 percent for households with incomes at 70 percent or higher of median income.

Source: Rio Vista Community Development Department

REHABILITATION

Rehabilitation of deteriorated housing can achieve several objectives:

- Conserve affordable housing stock when the program is targeted to low- and moderate-income households.

- Preserve and strengthen neighborhoods; often, only a few or even one deteriorated house or apartment building dramatically affects the economic viability of a neighborhood. Allowing the problem to remain leads to further deterioration, while correcting the problem initiates revitalization.
- Preserve historically significant properties that are owned or occupied by low- and moderate-income households.
- Foster homeownership by low- and moderate-income households when rehabilitation programs allow participation by owner occupants.

TABLE 6-17

**Development Cost and Rent Required for
a Typical Two-Bedroom Apartment**

Land cost	\$ 8,000
Construction cost @ \$55.00/sq. ft.	44,000
City and other fees	30,000
Overhead, contractor profit, design, and other "soft" costs @ 20 percent of hard costs	5,200
Developer overhead/profit	<u>8,720</u>
Total development costs	95,920
Permanent financing @ 70 percent	67,144
Debt service on financing @ 7.0 percent, 30 years	447
Operating cost @ 50 percent debt service	<u>223</u>
Total monthly cost	670
Investors' profit @ 10 percent	<u>240</u>
Total monthly contract rent needed to develop/build	\$ 910

Source: Rio Vista Community Development Department

Rio Vista received two CDBG grants and operated a rehabilitation program in the mid-1980s through 1991. A goal in the Redevelopment Agency's Implementation Plan is to pursue rehabilitation efforts again, funding the program through local housing set-aside funds.

UNIT CONSERVATION

Conservation is achieved when affordable units that would otherwise be lost to the housing stock are retained through rehabilitation of structures that have begun to deteriorate; replacement of demolished structures; prevention of rental units converting to owner occupancy; and subsidy or other assistance to affordable units that are due to be sold or refinanced, or which simply become unaffordable due to market pressures on rents. Rio Vista used CDBG funds to rehabilitate about 20 single-family homes in the late 1980s and early 1990s. Rehabilitation is a viable program for use of the Redevelopment Agency's mandated housing set-aside fund and possibly future CDBG grants. To date, there have been no requests for conversion from rental properties to condominiums for the purpose of sale. The Subdivision

Ordinance contains requirements for such conversions; this ordinance should be reviewed and revised, as needed.

Conservation of housing stock also can be achieved by removing regulatory barriers and other constraints that threaten the viability of existing affordable housing. Rio Vista's older and historic neighborhoods, as well as downtown, contain a number of currently non-conforming second dwelling units, multi-family structures, and mixed-use housing that is not allowed under the current Zoning Ordinance. Some of these units were constructed prior to current codes and ordinances; others were "bootlegged" or constructed illegally and do not meet current building or safety codes, as well as zoning. Not only are these units threatened by prevention of rebuilding in the future, but also the owners of the units constructed illegally do not even have the option of making them legal by repairing or upgrading to correct safety violations. The Zoning Ordinance will be revised to be consistent with the General Plan in a number of areas. These existing units should be allowed by right and encouraged to be brought into compliance with health and safety codes.

RESIDENTIAL LAND INVENTORY

Table 6- 18 shows the potential capacity of vacant infill sites and undeveloped lands that are currently zoned or entitled, and are expected to continue or begin development within the period covered by this Housing Element. *Table 6-19* shows the capacity for multi-family units in the Town Center District (Trilogy, Esperson, and River Walk) and in the Gibbs Ranch.

OTHER HOUSING SITES/CAPACITY

Affordable housing needs may also be met by other means, such as second units, manufactured housing or mobile homes, or single-family homes on smaller lots (including duplex lots and attached units and especially where these are for rent). The same number of rehabilitated single-family homes and second dwelling units in the downtown and historic area are expected to be completed in the remainder of the planning period as has occurred over the past several years (around 20 total).

RESIDENTIAL ENERGY CONSERVATION

Energy conservation can be encouraged by a variety of measures, including simply continuing to enforce State energy efficiency measures currently required by the State of California (Title 24). Other measures include using CDBG or other grant funds and local Redevelopment funds for weatherization for low-income households, and encouraging solar orientation and passive solar measures during subdivision and architectural review.

EQUAL HOUSING OPPORTUNITY

Although the City discourages discrimination of any kind, a formal policy statement prohibiting discriminatory and unfair housing practices within the City should be adopted. A procedure should be developed to provide for a mechanism through which aggrieved parties can notify the City of unfair housing practices and through which the City can in turn contact the appropriate local, state, or federal agencies.

TABLE 6-18

**Undeveloped Sites Suitable for Residential Development within Existing City Limits
for All Affordability Categories**

Site Number	Location	Parcel Size (acres)	Existing Zoning	Maximum Number of Units	Alternative Zoning	Maximum Feasible Units	Constraints Rating ^a
1	Drouin N. of Hwy. 12	2.8	R-1	20	R-3	81	B
2	St. Joseph at Tavaras Ct. (two lots)	0.4	R-2	5	R-3	11	B
3	7 th Street between California Street and High School	2.14	R-1	15	R-3	60	B
4	St. Joseph at Center	1.67	R-3	20		20	A
5	End of 2 nd Street	1.04	R-3	29		29	A
6	Main at 5 th Street	0.22	R-4	6		6	A
7 ^b	4 th Street between Sacramento and Main	0.16	R-3	3		3	A
8	St. Francis at Rolling Green	6.0	R-3	175		175	A
Subtotal Infill Sites				273		385	
Subtotal Multifamily				238		385	
10	S. of Hwy. 12, west of Drouin (Esperson)	500+/-	R-1/PUD ^d	1,500 (180 MF) ^d		1,500 (270 MF) ^d	A
11	N. of Hwy. 12, east of Church Rd (River Walk)	200+/-	R-1/PUD ^d	800 (180 MF) ^d		1,000 (270 MF) ^d	A
12	N. of Hwy. 12, north/west of Liberty Island Rd. (Gibbs Ranch) ^b	320+/-	R-1/PUD ^d DA.	850 (100 MF) ^d		1,000 (100 MF) ^d	A
13	N. of Hwy. 12, west of Liberty Island Rd. (Brann Ranch) ^b	320+/-	R-1/PUD DA.	860	DA Amendment underway	1,000 (100 MF)	A
14	N. of Hwy. 12, west of Church Rd., east of Liberty Island Rd. (Trilogy) ^c	800+/-	R-1/PUD ^d DA	3,600 (100 MF @ 25% R-3)		3,600 (270 MF @ 40% R-3)	A
Totals (All Housing)		1,050+/-		7,883		8,485	
Total Multifamily Housing Capacity				778		1,295	

NOTES:

PUD = Planned unit development.

DA = Development agreement.

a A – No zoning change required, land use conflicts unlikely.

B – Zoning change required; however land use conflicts unlikely. Rezoning would be consistent with Land Use and other General Plan Elements.

b Development plans in progress.

c. Development underway

d. Sites containing NC/NS Districts – See Table 6-19 for calculation of multifamily capacity

Infill sites with constraints rating "A" (no zoning change necessary, land use conflicts unlikely), will have priority for targeting housing assistance programs to facilitate development, as these have the most immediate potential for development. Infill sites rated "B" will have priority for rezoning as land use conflicts unlikely and these sites would be consistent with other General Plan elements with the proposed rezoning. Larger development parcels are all rated "A" and development is expected to be initiated during the planning period. Sites 10, 11 and 14, Esperson, Riverwalk and Trilogy, are the sites within which the NC, Neighborhood Core District is located. The NS, Neighborhood Service, district is located in Site 13, the Brann Ranch. (Refer to Policies 6.1.B, D. and E., 6.3.C., D. and F., 6.5.A. and B., 6.6.A., and 6.7.E. and Implementation Measures H-2 and H-11.)

All of the infill sites together have the potential to accommodate up to 385 multiple family units when necessary rezonings are accomplished. The new development sites (10 - 14) are able to accommodate between 787 and 1,125 multiple family units. The multifamily sites are most likely to accommodate the City's regional share of low and very low income households, as multiple family housing is expected to be necessary to reach these affordability levels.

Zoning categories most likely to accommodate multifamily development on infill sites are the R-3 and R-4 zoning districts. Although R-2 accommodates duplexes and other "medium density" housing, the maximum density allowed in this zone is 14/acre, typically less than can be achieved with 2- or 3-story apartment development. R-3 and R-4 are identical in residential requirements (density, setbacks, etc.) The difference is that R-4 is used in limited locations in the downtown area where mixed uses (small office, etc.) can be accommodated with a conditional use permit. Multifamily development at up to 29.1 DU/acre is allowed by right in both R-3 and R-4 zoning districts.

In the new development areas (sites 10 - 14), large tracts have been approved through the PUD (planned unit development) process. These sites have been given a base zoning designation that reflects this, along with the density of the total site, regardless of the types of housing allowed. For example, the Marks Ranch PUD and Development Agreement (Trilogy) allow for several lot sizes, detached and attached housing (including multifamily), recreation, nonresidential and open space uses, all within the single R1/PUD designation. The "R1" part of the abbreviation only indicates that the total units developed on the 800+ acre site will not exceed the maximum allowed in R-1 (7 DU/acre or up to 5,600+) for the **entire** project. The development agreement specifically calls for at least 10 acres to be developed for multifamily uses (up to 291 multifamily apartments). The R-1/PUD designation therefore allows for more multifamily to be constructed without the need for a zoning change. The other sites that have this designation are similar; all can develop multifamily without a zone change. The Gibbs Ranch development agreement also requires at least 10% of the total units to be multifamily.

TABLE 6-19

Total Capacity For Multi-Family Housing in Neighborhood Core District, Gibbs Ranch, and Trilogy

Requirement	Sites (Acres)			Density		Site Capacities			Total Capacity
	River Walk	Esperson	Trilogy	Total Acres	(du/ac)	River Walk	Esperson	Trilogy	
NC 25% MF	10	10	10	30	18	180	180	180	540
NC 40% MF	15	15	15	45	18	270	270	270	810
Gibbs DA(NS)				5	18				100
Total									640-910

Notes:

- NC = Neighborhood Core.
 MF = Multi-family.
 DA = Development agreement.

For conservative estimates, the projected net densities shown in Table 6-19 represent the potential for several housing types and a combination of both R-2 and R-3 zoning densities. Actual densities and zoning will be determined as development proposals come forward. Under the requirements of the Land Use Element, at least 25% of the land area within the NC, Neighborhood Core District must be developed as multifamily housing, with a minimum gross density of 12 DU/acre for the entire residential portion of the NC district.

MONITORING PROGRAM

ANNUAL AFFORDABLE HOUSING PERFORMANCE ANALYSIS

Housing element policies and implementation programs will be effective only if their progress is routinely reviewed and analyzed. OPR now requires an annual evaluation of the General Plan. It would be a small additional step to include a review of the progress toward achieving Housing element objectives. Such an analysis should include a review of progress of responsible agencies and departments toward meeting timing and funding commitments for implementing actions, as well as the number of housing units provided or other measurable indicators achieved for each measure that has been put into place. For example, if the objective for rehabilitation is completing 5 homes by year 2 and only 2 have been completed, the analysis should attempt to evaluate the reasons for the lack of performance and the potential for achieving its goals in future years.

MONITORING OF AFFORDABLE HOUSING DEVELOPMENT AGREEMENTS

It is anticipated that development agreements will be a key tool to foster affordable housing in future projects, particularly for the undeveloped lands in large property holdings. Monitoring will be critical to ensure that the requirements of the agreements are being met as these developments proceed. The monitoring should take place as a part of the development process; for example, final maps should reflect phasing schedules spelled out in the agreements for a variety of housing types and lot sizes.

Date		Description		Amount	
1900	Jan 1	Balance		100.00	
1900	Jan 15	Interest		5.00	
1900	Feb 1	Interest		5.00	
1900	Mar 1	Interest		5.00	
1900	Apr 1	Interest		5.00	
1900	May 1	Interest		5.00	
1900	Jun 1	Interest		5.00	
1900	Jul 1	Interest		5.00	
1900	Aug 1	Interest		5.00	
1900	Sep 1	Interest		5.00	
1900	Oct 1	Interest		5.00	
1900	Nov 1	Interest		5.00	
1900	Dec 1	Interest		5.00	
1900	Dec 31	Balance		100.00	

The following is a list of the names of the persons who have been admitted to the membership of the Association since the last meeting of the Association, held on the 1st day of January, 1900.

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F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

CITY-WIDE HOUSING GOALS

GOAL 6.1 TO PROVIDE A CONTINUING SUPPLY OF AFFORDABLE HOUSING TO MEET THE NEEDS OF EXISTING AND FUTURE RIO VISTA RESIDENTS IN ALL INCOME CATEGORIES.

Policy		Implementing Action	
6.1.A	The City shall continue to enforce its land use policies that allow residential growth to continue.	H-1	General Plan Review and Update
		H-2	Zoning Ordinance Review and Update
		H-3	Subdivision Ordinance Review and Update
6.1.B	The size and placement of land use districts shall be used to achieve quantified objectives for housing units within each income category.	H-1	General Plan Review and Update
		H-2	Zoning Ordinance Review and Update
		H-3	Subdivision Ordinance Review and Update
6.1.C	The City shall ensure that adequate infrastructure and public services are available to support pre-approved, ongoing developments and future projects within the City.	H-4	State and Federal Programs
		H-5	Local Finance Programs
		H-6	Capital Improvement Program
6.1.D	Development plans for future large projects shall include multi-family or attached single-family housing in the initial phases, provided that infrastructure can be made available to the particular sites.	H-7	Development Agreements
		H-8	Development Review
		H-9	Specific Plans
		H-10	Density Bonus Program
6.1.E	The City shall provide for future (long-term) regional housing needs by maintaining an adequate supply of developable land for all housing types and affordability levels.	H-1	General Plan Review and Update
		H-11	Residential Land Use Inventory Update

Policy		Implementing Action	
6.1.F	The City shall encourage the production of for-sale and rental housing units that will provide a variety of housing type, tenure, and density – at all levels of affordability.	H-1	<i>General Plan Review and Update</i>
		H-4	<i>State and Federal Programs</i>
		H-5	<i>Local Finance Programs</i>

GOAL 6.2 TO PROTECT AND CONSERVE THE EXISTING HOUSING STOCK WHILE ENSURING THAT NECESSARY HEALTH AND SAFETY REQUIREMENTS ARE MET.

Policy		Implementing Action	
6.2.A	The City shall discourage conversions of existing rental units when such conversions will adversely affect the supply of affordable rental units.	H-4	<i>State and Federal Programs</i>
		H-5	<i>Local Finance Programs</i>
		H-12	<i>Redevelopment Agency</i>
		H-13	<i>Unit Conversion Ordinance</i>
6.2.B	The City shall facilitate conservation and rehabilitation of some deteriorating housing units each year.	H-4	<i>State and Federal Programs</i>
		H-5	<i>Local Finance Programs</i>
		H-12	<i>Redevelopment Agency</i>

AFFORDABLE HOUSING

GOAL 6.3 TO ENCOURAGE THE PRODUCTION OF HOUSING AFFORDABLE TO LOW- AND MODERATE-INCOME HOUSEHOLDS.

Policy		Implementing Action	
6.3.A	The City shall encourage mixed uses as a means of increasing the production of affordable housing.	H-1	<i>General Plan Review and Update</i>
		H-2	<i>Zoning Ordinance Review and Update</i>
		H-3	<i>Subdivision Ordinance Review and Update</i>
		H-15	<i>Downtown Marketing and Design Plan</i>
		H-16	<i>Waterfront Plan</i>
6.3.B	Affordable housing objectives shall be consistent with expected growth rates in Rio Vista.	H-17	<i>Housing Needs Assessment</i>
		H-18	<i>Monitoring Program</i>

Policy	Implementing Action
6.3.C Future large-scale (≥ 400 units) discretionary project approvals (entitlements) shall be required to provide at least 20 percent of the units as multi-family housing or adopt mechanisms to ensure affordability of at least 20 percent of the units to low-income households.	H-4 State and Federal Programs H-5 Local Finance Programs H-7 Development Agreements H-8 Development Review
6.3.D Large property holdings shall be required to prepare specific plans, planned development permits, or master site plans to avoid breaking properties into smaller entitlements in order to avoid the affordable housing requirement of Policy 6.3.C.	H-1 General Plan Review and Update H-2 Zoning Ordinance Review and Update H-7 Development Agreements H-8 Development Review
6.3.E Assisted housing developments shall be developed and managed so that assisted units are not distinguishable from non-assisted units in the development. In the case of 100 percent affordable developments, the project architecture, site amenities, and construction materials and methods shall be similar or superior in quality to that of the surrounding neighborhood. To avoid over-concentration of lower income households, no single neighborhood or planning sub-area (<i>see the Land Use element</i>) shall contain a disproportionate share of assisted (non-market-rate) units.	H-4 State and Federal Programs H-5 Local Finance Programs H-7 Development Agreements H-9 Specific Plans H-19 Public Awareness/Education Program
6.3.F The City shall ensure that adequate sites are available for affordable housing development in the Redevelopment Project Area and on appropriate infill sites.	H-11 Residential Land Use Inventory Update H-12 Redevelopment Agency H-15 Downtown Marketing and Design Plan H-16 Waterfront Plan

Policy	Implementing Action
6.4.F The City shall encourage the production of housing suitable for both seasonal and permanent farmworkers in multifamily districts and agricultural districts both within and outside the City Limits. This includes areas previously annexed but still undeveloped, as well as infill and new development sites within City limits. The City will review the Zoning Ordinance for opportunities to allow farmworker housing and remove constraints; for example allowing boardinghouses in multifamily districts and single room occupancy hotels in commercial districts. Specific standards will be added for permitting multiple short term tenants in a dormitory, "room for rent" or boarding house facility. These facilities may be considered in a similar fashion as group homes.	H-1 General Plan Review and Update
	H-2 Zoning Ordinance Review and Update
	H-3 Subdivision Ordinance Review and Update
	H-4 State and Federal Programs
	H-5 Local Finance Programs
	H-10 Density Bonus Program
	H-12 Redevelopment Agency
	H-20 Public/Private Partnerships
	H-23 Special Housing Needs Guidelines
	H-24 Fee Structure

RESIDENTIAL LAND INVENTORY

GOAL 6.5: TO ENSURE THAT ADEQUATE LAND INVENTORY EXISTS TO ALLOW FOR PRODUCTION OF THE ABAG REGIONAL HOUSING NEEDS DETERMINATION FOR RIO VISTA DURING THIS PLANNING PERIOD (1999 - MID-2006).

Policy	Implementing Action
6.5.A The City shall maintain sufficient capacity in the appropriate land use districts to allow for the Regional Housing Needs as determined by the Association of Bay Area Governments (<i>Site Capacity Objectives, as shown in Tables 6-6, 6-18 and 6-19.</i>)	H-1 General Plan Review and Update
	H-7 Development Agreements
	H-8 Development Review
	H-11 Residential Land Use Inventory Update
	H-21 Interagency Coordination

6.5.B	The City shall maintain sufficient multifamily designated land use and zoning districts to provide sufficient capacity for the low and very low income housing needs determined by the Association of Bay Area Governments	H-1	General Plan Review and Update
		H-2	Zoning Ordinance Review and Update
		H-7	Development Agreements
		H-8	Development Review
		H-11	Residential Land Use Inventory Update
		H-21	Interagency Coordination
	Consistency rezoning will be made in the Neighborhood Core and Neighborhood Service Districts such that at least 25% of the land area in these districts to R-3 (multifamily residential, up to 29.2 DU/acre by right). The balance of the residential property in these districts will be rezoned to R-2 (up to 14 DU/acre). These districts are located mainly around the Highway 12/Church Road intersection on the Esperson and Riverwalk properties and at Canright Road on the Brann and Gibbs Ranches. This will provide at least 30 acres of multifamily-zoned land on these properties. The Trilogy development agreement already requires at least 10 acres of land to be designated for multifamily residential development. When the zoning ordinance revisions are completed, the properties will be redesignated to their permanent zoning districts, consistent with R-3 densities.		
	<i>(Site Capacity Objectives shown in Table 6-6, 6-18 and 6-19).</i>		

CONSERVATION OF AFFORDABLE HOUSING UNITS

GOAL 6.6: TO CONSERVE EXISTING AFFORDABLE HOUSING STOCK.

Policy		Implementing Action	
6.6.A	The City shall recognize and conserve the existing, historical mix of single- and multi-family housing within stable historic neighborhoods by revising the zoning ordinance to allow a variety of housing types by right, within one zoning district.	H-2	<i>Zoning Ordinance Review and Update</i>
		H-12	<i>Redevelopment Agency</i>
		H-22	<i>Design Review</i>
6.6.B	The City shall revise the zoning and building codes to establish a local historic listing and use the State Historic Building Code wherever feasible.	H-2	<i>Zoning Ordinance Review and Update</i>
		H-21	<i>Interagency Coordination</i>
		H-22	<i>Design Review</i>
		H-26	<i>Uniform Building Code</i>
6.6.C	The City shall encourage owners of properties with pre-existing and nonconforming second dwelling units to improve or bring these units up to code by revising the Zoning Ordinance to allow pre-existing second dwelling units by right within the historic district. The City shall consider allowing new second units by right in the district(s) that are revised.	H-2	<i>Zoning Ordinance Review and Update</i>
		H-12	<i>Redevelopment Agency</i>
		H-21	<i>Interagency Coordination</i>
		H-22	<i>Design Review</i>
		H-26	<i>Uniform Building Code</i>
6.6.D	The City shall prevent the conversion of identified "at-risk" federally assisted, lower income affordable housing units to market-rate rents.	H-3	<i>Subdivision Ordinance Review and Update</i>
		H-11	<i>Residential Land Use Inventory Update</i>
		H-12	<i>Redevelopment Agency</i>
		H-13	<i>Unit Conversion Ordinance</i>
		H-17	<i>Housing Needs Assessment</i>
		H-29	<i>Assisting "At-Risk" Units</i>

CONSTRAINTS TO HOUSING PRODUCTION

GOAL 6.7: TO REDUCE PUBLIC AND PRIVATE CONSTRAINTS TO HOUSING PRODUCTION WHILE PROVIDING AN APPROPRIATE LEVEL OF ENVIRONMENTAL REVIEW, AS WELL AS MAINTAINING DESIGN AND CONSTRUCTION QUALITY AND FISCAL RESPONSIBILITY.

Policy		Implementing Action	
6.7.A	The City shall continue to allow factory-built housing with permanent foundations that also meet design review requirements on any parcel designated for residential uses.	H-2	<i>Zoning Ordinance Review and Update</i>
		H-22	<i>Design Review</i>
		H-28	<i>Government Code Section 65853</i>
6.7.B	The City shall encourage existing multi-family housing and second dwelling units to remain viable within the downtown and historic residential districts.	H-1	<i>General Plan Review and Update</i>
		H-2	<i>Zoning Ordinance Review and Update</i>
		H-8	<i>Development Review</i>
		H-11	<i>Residential Land Use Inventory Update</i>
		H-12	<i>Redevelopment Agency</i>
		H-21	<i>Interagency Coordination</i>
6.7.C	The City shall consider a variety of efforts to reduce the cost of units that are legally committed to long-term affordability to lower income households.	H-1	<i>General Plan Review and Update</i>
		H-2	<i>Zoning Ordinance Review and Update</i>
		H-12	<i>Redevelopment Agency</i>
		H-22	<i>Design Review</i>
6.7.D	The City shall revise existing zoning to encourage upstairs or "back of the store" living units in downtown commercial areas, where vacant or unutilized space exists.	H-1	<i>General Plan Review and Update</i>
		H-2	<i>Zoning Ordinance Review and Update</i>
		H-21	<i>Interagency Coordination</i>

Policy	Implementing Action
6.7.E In addition to the above policies, the City shall revise the Zoning and Subdivision Ordinances consistent with the General Plan to provide for the following measures, which particularly affect constraints on housing: ▪ Land Use Element: At least 25% and as much as 50% of housing units in the Neighborhood Core and Neighborhood Service Districts and up to 20% of the Neighborhood Residential District may be attached or multi-family housing by right (Neighborhood Residential is the largest residential land use district, with some 2,100 acres. ▪ Consistency Rezoning: At least 25% of the land area in the Neighborhood Core and at least 20% of the land in the Neighborhood Service districts shall be zoned R-3, with the balance of the residential land in these districts zoned R-2. ▪ Circulation Element: Performance street standards that reduce street widths.	H-1 <i>General Plan Review and Update</i> H-2 <i>Zoning Ordinance Review and Update</i> H-3 <i>Subdivision Ordinance Review and Update</i> H-21 <i>Interagency Coordination</i>
6.7.F The City shall continue to use regulatory incentives and the development review process to encourage innovative housing types, site planning, and mixed-use developments.	H-8 <i>Development Review</i> H-22 <i>Design Review</i> H-30 <i>Regulatory Incentives</i>

RESIDENTIAL ENERGY CONSERVATION

GOAL 6.8: TO CONSERVE ENERGY AND WATER IN THE DEVELOPMENT OF NEW HOUSING.

Policy		Implementing Action	
6.8.A	The City shall promote energy and water conservation designs and features in residential developments.	H-4	State and Federal Programs
		H-5	Local Finance Programs
		H-19	Public Awareness/Education Program
		H-22	Design Review
		H-31	Title 24 of the Building Code

EQUAL HOUSING OPPORTUNITY

GOAL 6.9: TO ENSURE THAT ALL CITY RESIDENTS ARE AFFORDED EQUAL HOUSING OPPORTUNITIES.

Policy		Implementing Action	
6.9.A	The City shall encourage fair housing practices throughout the City.	H-4	State and Federal Programs
		H-19	Public Awareness Education/Program
		H-32	Unfair Housing Practices Grievance Procedure
6.9.B	The City shall support state and federal provisions for enforcing anti-discrimination laws.	H-21	Interagency Coordination

QUANTIFIED OBJECTIVES

GOAL 6.10: TO ACHIEVE THE CITY'S QUANTIFIED PRODUCTION OBJECTIVES AND OTHER IDENTIFIED HOUSING NEEDS.

Policy	Implementing Action
6.10.A The City shall strive to meet the Quantified Production Objectives stated in <i>Table 6-6</i> through a combination of construction of new affordable housing, rehabilitation of deteriorating units, and conservation of affordable housing as specified in <i>Table 6-19</i> .	<i>All Implementing Actions apply to this Policy</i>

G. Implementing Actions for Housing (H)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Housing element. As a requirement of State Housing Law, each of the implementing actions is assigned "Responsibility, Time Frame, and Funding Source(s)" within the Housing Element. Also included are the City's Quantified Objectives for each implementing action, as appropriate. The responsibility, time frame and funding source(s) assigned to implementing actions in all other elements are identified in the Summary Matrix of this General Plan.

H-1 GENERAL PLAN REVIEW AND UPDATE *(Proposed)*

The City will ensure that residential development projects are consistent with the goals and policies of its General Plan. The availability of residential land can be ensured by periodically reviewing the City's urban growth boundary and sphere of influence as designated in the General Plan. (Note: The current city limits affords sufficient land for complete buildout of the Association of Bay Area Governments' 20-year growth projections to the end of this General Plan horizon [2020]. It is not anticipated that additional annexations will be needed within this Housing element's planning horizon [2006].)

Responsible Agency: Community Development Department (Planning Division)
Time Frame: July 2002, July 2006 (Revision)
Funding Source(s): General Fund, Developer Fees

H-2 ZONING ORDINANCE REVIEW AND UPDATE *(Proposed)*

To ensure that the Zoning Ordinance works in conjunction with General Plan policies to achieve housing and other City objectives, the City will review and modify its Zoning Ordinance on an ongoing basis. The review and revisions will be completed by mid- 2003.

The Zoning Ordinance update will include such modifications as revisions to the conventional zoning ordinance districts within the historic neighborhoods; recognition of second dwelling units and multi-family structures, and revisions to setbacks and design standards for historic structures. These criteria would provide for adequate living conditions and "fit" with neighborhood character. Modifications also would remove the "non-conforming" status of existing second dwelling units, multi-family buildings on corner lots, or infill sites that otherwise could accommodate affordable housing units that are appropriate to these neighborhoods. Specific accommodations will be made for farmworker housing (boardinghouses, dormitories, "rooms for rent" and incentives for such housing in multifamily districts). These facilities may be considered in a similar fashion as group homes. The Ordinance will be reviewed for consistency with California Health and Safety Code Section 17021.6.

Upon completion of the Residential Land Use Inventory Update (H-11), the City will rezone any single-family-zoned vacant infill lots for potential redevelopment or additional development of affordable "cottage single-family" or multi-family units. The infill sites identified in Table 6-18

as having the potential for accommodating multifamily residential with rezoning ("B" constraints rating) will be assigned first priority for review and rezoning.

The ordinance will be reviewed for compliance with SB 520, to ensure that potential impediments or constraints on disabled-accessible housing or facilities are revised or removed.

Other revisions to the Zoning Ordinance will be made, as appropriate, to promote flexibility in densities and uses.

Consistency rezoning will be initiated in the NC and NS districts immediately upon completion of the General Plan. At least 25% of the land area in these districts (approximately 35 acres total) will be rezoned to R-3. The balance of the residential land in these districts will be rezoned to R-2.

The City will rezone or revise existing C-2 zoning to encourage upstairs or "back of the store" living units in downtown commercial areas, where vacant or underutilized space exists, consistent with the Land Use element.

The Zoning Ordinance will be amended to define those conditions under which the conversion of rental units to condominiums would be permitted. The City will prohibit the conversion of rental units to condominiums unless the City's vacancy rate is greater than 5 percent.

Responsible Agency:	Community Development Department (Planning Division)
Time Frame:	July 2003
Funding Source(s):	General Fund, Developer Fees
Quantified Objective:	20 Very Low, 10 Low, 50 Moderate Income units

H-3 SUBDIVISION ORDINANCE REVIEW AND UPDATE *(Proposed)*

By mid-2003, the City will complete its review and update of the Subdivision Ordinance. With properly developed and updated subdivision standards, the ordinance can help reduce the costs of development while balancing basic environmental, health, and safety needs. Since the high cost of land is a major factor in the overall cost of housing development, reducing allowable lot sizes can contribute substantially to a reduction in total housing costs (i.e., lower per-unit land and infrastructure improvement costs due to higher densities).

The City will include requirements and criteria in the Subdivision Ordinance for converting rental apartments into condominiums or cooperative projects (e.g., maintaining a minimum percentage or number of rental units and a minimum vacancy rate before conversions can occur).

Responsible Agency:	Community Development & Public Works Departments, City Engineer
Time Frame:	July 2003
Funding Source(s):	Redevelopment Fund, General Fund, Developer Fees
Quantified Objective:	10 Very Low, 10 Low Income Units (Conservation)

The City will pursue and continue to participate in the state and federal programs listed below. *(See the discussion under "State and Federal Programs" in the "Setting" section for a description of these programs.)* The City will consider additional programs, depending on the availability of funding, Rio Vista's eligibility for such funding, and the identification of eligible projects. State and federal programs include:

- Community Development Block Grant (federal): The City will apply for additional funding for multifamily new construction and single and multifamily rehabilitation funds, on an annual basis, as funding availability is announced. The applications will be submitted under the Small Cities program administered by the Department of Housing and Community Development (HCD). The City will also pursue, with Solano County and other cities in the county, the potential for combining to reach entitlement funding status, so that an ongoing, reliable CDBG funding can be achieved.
- Section 8 (federal) : The City will continue to work with Solano County and the Vallejo Housing Authority to expand the number of Section 8 certificates and vouchers available to Rio Vista residents. The Community Development Department will coordinate with the Solano County Department of Environmental Management, the disseminating of information about the availability and procedure for accessing Section 8. The City will establish an information clearinghouse and referral service for Section 8 and other County housing assistance programs.
- State Home Ownership Program (state) : The Community Development Department will identify potential project(s) eligible for this program and apply for funding when and if a project is identified. This funding source will be combined with others if possible. The Community development Department will encourage both for-profit and non-profit developers to structure projects that are eligible for funding under this program, as development review proceeds. Likely projects for participation are Riverwalk (Seeno), Esprerson property, Brann and Gibbs Ranch. Applications will be developed within one year of tentative map approvals.
- Residential Energy Conservation (state): The Community development Department will identify opportunities for participation in this program by 2003. Projects and applications to be developed by 2004.
- Residential Energy Conservation (state)
- Community Reinvestment Act (CRA) (federal) : The City will encourage local banks (Bank of Rio Vista and Bank of Stockton) to participate with the City in providing the private financing in conjunction with public funds, for affordable housing in all City neighborhoods. For example, CDBG and/or Redevelopment housing setaside funds may be used to write down interest rates, provide down payments, or otherwise assist affordable housing. In order for such programs to work, the resources of local banks are needed to fund and administer the private portions of the loans or mortgages that will allow construction to proceed. By participating with such programs, the local banks will be taking steps to meet their CRA lending obligations.

Responsible Agency: Community Development Department, City of Vallejo Housing Authority (contracts with Solano County for Rio Vista)

Time Frame: CDBG, Residential Energy Conservation - Annual applications for rehabilitation funding, or as eligible projects are identified; State Home Ownership Program - Identify opportunities by 2003, apply for funding by 2004; CRA - As public assistance projects and programs are developed; Section 8 - Ongoing

Funding Source(s): Redevelopment Fund, General Fund, Program Administration Funds (Housing Authority)

Quantified Objective: 40 Very Low, 40 Low, 50 Moderate Income units (this includes 20 Very Low, 30 Low and 50 Moderate through the CRA).

H-5 LOCAL FINANCE PROGRAMS (Existing)

Private and Redevelopment set-aside housing subsidies will be made available to sites in neighborhoods throughout the City to avoid over-concentration of low-income housing. The City will pursue and continue to participate in the following local programs (*for a description of these programs, see discussions in the "Setting" section under "State and Federal Programs, "Redevelopment Agency," and "Private Programs"*):

- Mortgage Credit Certificate
- Redevelopment 20 percent set-aside funds for low and moderate income housing
- Non-Profit Housing Development Corporation

Responsible Agency: Community Development Department

Time Frame: Ongoing

Funding Source(s): Redevelopment Funds, CDBG funds

Quantified Objective: 40 Very Low, 10 Low, 20 Moderate Income units

H-6 CAPITAL IMPROVEMENT PROGRAM (Proposed)

The City will develop a 5-year Capital Improvement Program (CIP) for all City public capital projects. The CIP will identify priorities, funding sources, and timing for design, construction, and operations. The City will use the CIP to ensure that adequate public facilities are provided in order to accommodate the projected housing production anticipated in all elements of the General Plan. One of the first priorities of the CIP will be to provide for construction of the Northwest Wastewater Treatment Plant, projected to be operational by the 2003-04 fiscal year. The CIP will be developed in conjunction with the City and Redevelopment Agency budget, and will cover a period of 5 years from its inception. The CIP will be reviewed, amended, and adopted with the budget on an annual or biannual basis, as applicable. The CIP will include Redevelopment and grant-funded projects, as well as projects funded from local revenue sources.

Responsible Agency: Community Development, Public Works and Finance Departments

Time Frame: 2003-2004 Budget adoption (July 2003)
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees

H-7 DEVELOPMENT AGREEMENTS (Existing)

The City will use development agreements for all housing projects that are subject to affordability requirements. These agreements will identify (1) the number of affordable units to be constructed, (2) the unit sales or rental price, (3) the income group to whom the units will be affordable, and (4) the length of time the units will remain affordable.

<u>Unit size</u>	<u>Household size</u>
Efficiency	1.5 persons per household
One bedroom	2.0 persons per household
Two bedrooms	4.0 persons per household
Three bedrooms	6.0 persons per household
Four bedrooms	8.0 persons per household

If adequate subsidies are not available to assist in achieving the 20 percent affordable housing requirement at the time of project construction, additional time may be given for the City and the developer to assemble the necessary financing.

In all cases where in-lieu fees are used as an alternative to producing affordable units, the Community Development Department will review the projects based on (1) good faith effort by the owner to use all available subsidies, and (2) the type of project and its ability to absorb the affordable units.

The City will annually review all development agreements for compliance with affordability provisions. Any property owner who fails to comply with the requirements of a development agreement may be found by the City Council to be in default of the agreement.

Financial incentives for developers to enter into affordable housing agreements include Redevelopment housing funds (H-12), other local programs (H-5), State and Local programs (H-4). Regulatory incentives include the vesting of land use rights and development standards accorded to the development for a long period of time (usually 10+ years) and the application of those rights to all parts of the project, both assisted and market rate.

Responsible Agency: Community Development Department
Time Frame: As submitted by project developers and land owners
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees
Quantified Objective: 40 Very Low, 50 Low, 100 Moderate Income units

H-8 DEVELOPMENT REVIEW (Existing)

The City will use the development entitlement review process to ensure that development projects comply with affordable housing policies and are consistent with proposed development agreements, ordinance revisions, and other applicable regulations.

Responsible Agency: Community Development Department
Time Frame: As submitted by project developers and land owners
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees

H-9 **SPECIFIC PLANS**
(Proposed)

The City will ensure that specific plans and planned unit developments (PUDs) are consistent with the goals and policies of the General Plan. Specific plans and PUDs, along with development agreements (*see H-7 above*) will identify programs that will be implemented to meet the 20 percent affordable housing requirement goals (for projects with ≥ 400 dwellings). Development agreements will provide for mixed-use development, wherever applicable, to help achieve the City's affordable housing objectives. The agreements will specify the type of units, income ranges, and parcel-by-parcel obligations. The agreements will describe strategies, including landowner obligations, funding, and subsidies. A provision for payment of in-lieu fees may be included, if appropriate.

Responsible Agency: Community Development Department
Time Frame: As submitted by project developers and land owners
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees

H-10 **DENSITY BONUS PROGRAM**
(Proposed)

The City will develop and implement a density bonus program to help create affordable housing units without a direct cash outlay by the local government. This program will provide a property owner with the ability to increase the income and, therefore, the value of a property by allowing the developer to build more income-producing units than allowed under the base zoning. This increased income then can be used to help subsidize below-market rental rates for very low- and low-income households and to purchase housing for middle-income households. The City will also allow additional or equivalent incentives as allowed by State law when it is demonstrated that such incentives are necessary to make the project financially feasible and/or the project's physical or social characteristics warrant such incentives. Such incentives include but are not limited to the following:

- Reductions or modifications in setbacks, lot dimensions or area, coverage, height, parking, street standards, etc.;
- Density bonus of more than 25%;
- Reductions, deferral or modifications of City and County impact fees or assistance in payment of such fees;
- Direct financial assistance through public funds such as redevelopment housing setaside funds, CDBG funds, Section 8 or other sources.

Responsible Agency: Community Development Department
Time Frame: July 2003
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees
Quantified Objective: 20 Very Low, 10 Low Income units

H-11 RESIDENTIAL LAND USE INVENTORY UPDATE
(Proposed)

The City will update its land use inventory, with a focus on the examination of single-family-zoned vacant infill lots for potential redevelopment or additional development of affordable "cottage single-family" or multi-family units.

Responsible Agency: Community Development Department
Time Frame: July 2002
Funding Source(s): Redevelopment Fund, General Fund, Developer Fees
Quantified Objective: 10 Very Low, 10 Low Income units

H-12 REDEVELOPMENT AGENCY
(Existing)

The City's Redevelopment Agency will continue to implement its Redevelopment Plan to rehabilitate and revitalize the commercial and residential structures in Rio Vista's older areas, such as downtown and the historic residential neighborhoods between Highway 12 and Bruning Avenue. The City will use all potential sources of public and private housing funding for repairs and upgrades. Twenty percent of the tax increment generated by the Redevelopment Agency's program will go into the Redevelopment Low- and Moderate-Income Housing Fund. The fund will be utilized to assist the production of 15% of all units produced in the boundaries of the Agency as affordable to lower income households. This ratio (at least 15% affordable to lower income households and 6% affordable to very low income households) will be provided in each major development site, particularly the Riverwalk project and other large infill sites subject to Agency authority.

Responsible Agency: Community Development Department, Redevelopment Agency
Time Frame: 2001-2010
Funding Source(s): Redevelopment Housing Setaside Funds, State and federal grants
Quantified Objective: 20 Very Low, 50 Low Income Units

H-13 UNIT CONVERSION ORDINANCE
(Proposed)

The City will adopt a Unit Conversion Ordinance to ensure that adequate requirements and criteria are in place for converting rental apartments to condominiums or cooperative projects (e.g., maintaining a minimum percentage or number of rental units and a minimum vacancy rate before conversions can occur).

Responsible Agency: Community Development Department, City Council

Time Frame: July 2002
Funding Source(s): Redevelopment Fund, General Fund

H-14 **DESIGN GUIDELINES**
(Proposed)

The City will prepare and adopt Design Guidelines for new developments to provide for duplexes and small-scale multi-family units on corner lots in addition to other flexible housing designs. All other design standards must be met, and the proportion of multi-family to single-family units may not exceed 20 percent in the Neighborhood Residential land use district and 50 percent in the Downtown/Waterfront, Neighborhood Core, and Neighborhood Service/Mixed-Use land use districts. (Also see *Land Use and Community Character & Design elements*.)

Responsible Agency: Community Development Department, Planning Commission
Time Frame: Adoption mid-2003 (with zoning and subdivision ordinances)
Funding Source(s): Redevelopment Fund, General Fund

H-15 **DOWNTOWN MARKETING AND DESIGN PLAN**
(Existing)

The City will implement its Downtown Marketing and Design Plan, which was adopted in 1999 as an initial step toward downtown revitalization. Among other things, the City will encourage use of Plan's guidelines for historic building rehabilitation, mixed-use development and conversions of upper stories in commercial buildings.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): Redevelopment Funds, State and federal grants
Quantified Objective: 10 Very Low, 20 Low, 20 Moderate, 50 Above Moderate Income units

H-16 **WATERFRONT PLAN**
(Proposed)

The *Rio Vista Waterfront Plan* (David Evans & Associates, 2001) explored a number of mixed-use scenarios for development in the waterfront area on both sides of Front Street. The plan includes a land use component that provides for housing in this area. The plan area will be established as a development priority as more specific development plans are prepared. This measure is to be used in conjunction with H-15; the quantified objectives are the same for the combined program.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): Redevelopment Funds, State and federal grants
Quantified Objective: Included in H-15

H-17 HOUSING NEEDS ASSESSMENT
(Proposed)

The City will prepare and periodically update its Housing Needs Assessment as a means of reviewing its progress toward meeting the Quantified Objectives listed in *Table 6-6*. Based on the findings of the assessment, the City will revise its programs and policies to facilitate in meeting its Quantified Objectives. . .

Responsible Agency: Community Development Department
Time Frame: January 2003, reviewed every three years thereafter.
Funding Source(s): Redevelopment funds, Grant funds

H-18 MONITORING PROGRAM
(To be adopted as part of this General Plan)

The City of Rio Vista will implement its monitoring program, as described in greater detail in the "Monitoring Program" section. The Monitoring Program provides mechanisms by which the City can periodically assess housing needs. The Annual Housing Supply Report, which is a part of this program, will annually evaluate the City's residential vacancy rate to determine whether the rate is contributing to decreased housing affordability. The Monitoring Program also includes an annual Redevelopment Housing Set-Aside Fund review (part of the annual City audit); annual housing price/rental rates survey; annual affordable housing performance analysis (part of the annual General Plan progress report required by Govt. Code Section 65400); and biannual specific plan area, planned unit development, and development agreement monitoring reports.

Responsible Agency: Community Development Department
Time Frame: Initiate in 2002; ongoing annually thereafter
Funding Source(s): Redevelopment Fund, General Fund

H-19 PUBLIC AWARENESS/EDUCATION PROGRAM
(Proposed)

The City will educate its citizens regarding the necessity of providing the affordable housing needed to support the job growth occurring in Rio Vista. Specifically, this information will focus on the need to provide affordable housing close to jobs—in an effort to reduce the traffic and air quality impacts that result from long commutes.

In addition, programs will target community opposition to affordable housing projects—in an effort to remove negative perceptions. Education will occur through public hearings; presentations to various service organizations and other community groups; and articles published in the local newspaper, the City's newsletter, and the Chamber of Commerce newsletter.

The City will promote and publicize the availability of funding for housing rehabilitation loans and grants through the local media, mailings to property owners within targeted areas, and mailings to local contractors and developers.

The City will publicize information on fair housing laws and refer all complaints to the U.S. Department of Housing and Urban Development and the California Department of Fair Employment and Housing. Information on state and federal fair housing laws will be made available at City Hall and will be mailed to rental property owners, lenders, and real estate agents in the community.

Responsible Agency: Community Development Department, Redevelopment Agency

Time Frame: Initiate in 2002

Funding Source(s): Redevelopment Fund, State and federal grants

H-20 PUBLIC/PRIVATE PARTNERSHIPS (Existing)

The City will work closely with the business and development communities toward achieving the City's affordable housing goals, including housing for special needs groups. The City has identified the following specific roles in this partnership to provide affordable housing:

City of Rio Vista - The City will maximize potential funds available through existing state, federal, and local programs for its affordable housing program.

Development Community - The City will encourage private developers and property owners to cooperate in financing sewer plant construction as a means of facilitating development. The City will also allow additional or equivalent incentives as allowed by State law when it is demonstrated that such incentives are necessary to make the project financially feasible and/or the project's physical or social characteristics warrant such incentives. Such incentives include but are not limited to the following:

- Reductions or modifications in setbacks, lot dimensions or area, coverage, height, parking, street standards, etc.;
- Density bonus of more than 25%;
- Reductions, deferral or modifications of City and County impact fees or assistance in payment of such fees;
- Direct financial assistance through public funds such as redevelopment housing setaside funds, CDBG funds, Section 8 or other sources.

Business Community - The City will assist local non-profit housing corporations or other such entities, as appropriate, to acquire and maintain privately owned, government subsidized housing that could convert to market rate under existing loan agreements.

Housing Development Corporations - The City will work with non-profit and for-profit housing development corporations specializing in housing for various special needs groups, including adults 55 years of age and above, to accommodate housing that meets the needs of these groups. Emphasis will be on development of multi-family rental housing for older adults and the disabled with varying services and amenities, as identified in the City's housing needs assessment. Examples include apartments with common areas designed specifically for social events of interest to older adults, independent living with common dining facilities, assisted care facilities, and skilled nursing facilities that will provide a continuum of care for senior residents of Rio Vista.

The City will utilize many of the implementation measures discussed above to assist the development of both disabled-accessible and senior housing, including but not limited to, applying for state and federal funding and encouraging local banks to make private financing available (H-4), local funding, including Redevelopment housing setaside funds (H-5 and H-12), development agreements (H-7), and applying density bonuses and equivalent incentives to proposed projects (H-10).

The City will contact local advocates, the California Housing Development Corporation, the Solano County Agricultural Commissioner and the Farm Bureau to identify sites and revise ordinances to facilitate construction of farmworker housing. Farmworker housing will be specifically designated as an allowed use in the Agricultural zoning district (Implementation Measure H-2).

Responsible Agency: Community Development Department
Time Frame: Initiate in 2002; ongoing thereafter
Funding Source(s): Redevelopment Funds, State and federal grants
Quantified Objective: 50 Very Low, 30 Low, 150 Moderate Income units

H-21 INTERAGENCY COORDINATION *(Existing)*

The City will continue to work with Solano County and other agencies to ensure that water, sewer, and utilities are available.

The City will work with other jurisdictions to identify the need for homeless shelters (see H-27). The City will work with a non-profit community organization to apply for state/ federal funding for the development of a homeless facility, if the need is established for Rio Vista.

The City will cooperate with Travis Air Force Base officials to identify any unmet needs among military personnel for affordable housing in Rio Vista.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): Redevelopment Fund, General Fund
Quantified Objective: 10 Very Low Income Units

H-22**DESIGN REVIEW***(Existing)*

The City will consider building orientation, ceiling height, street layout, lot design, landscaping, and street tree configuration in subdivision review for the purposes of solar access and energy/water conservation. The Design Review process also will be used to encourage innovative housing types and design, and to allow mobile homes and factory-built housing with permanent foundations that also meet all design review requirements to be placed on residentially zoned parcels, pursuant to zoning and design review requirements. Finally, design reviews will be used to ensure that historic structures are retained. The Planning Commission will create a historic buildings and sites listing so that the design review process can be applied to the identified structures and to allow for the application of the State's Historic Building Code.

Responsible Agency: Community Development Department

Time Frame: As submitted by project developers and land owners

Funding Source(s): Redevelopment Fund, General Fund, Developer Fees

H-23**SPECIAL HOUSING NEEDS GUIDELINES***(Proposed)*

The City will develop guidelines to ensure that rental housing developments contain an appropriate percentage of three- and four-bedroom dwelling units, as well as units which meet the needs of farmworkers and other special needs groups identified in this Element. The citywide goal for special needs groups will be based on the percentage of farmworkers, female heads of households, persons with disabilities and large families as reported by the 1990 and 2000 Census (2000 will be used when the applicable data becomes available). To make the development of such units financially feasible, the City will assist developers in applying for available state and federal programs and redevelopment housing set-aside funds, if available, to provide development subsidies (low-cost financing, land write-downs, or other incentives.). The City also may provide density bonuses and consider fee reductions for developers who include large-family units in rental housing developments. Any large-family and farmworker requirements will be tied to the availability of these subsidies. The City's large-family and farmworker goals will not be applied as an absolute percentage requirement for each individual development.

Responsible Agency: Community Development Department, Planning Commission,
City Council

Time Frame: 2002

Funding Source(s): Redevelopment Fund, General Fund

Quantified Objective: 20 Very Low, 40 Low Income Units

H-24 **FEE STRUCTURE**
(Proposed)

The City will conduct an annual review and revision of City financing mechanisms to ensure that (1) adequate funding is available for infrastructure and services needed to support growth, and (2) fees and revenues are adequate but not more costly than necessary.

Responsible Agency: Community Development, Public Works, Finance, Administration
Departments
Time Frame: Initiate 2002; ongoing annually thereafter
Funding Source(s): Developer fees

H-25 **AMERICANS WITH DISABILITIES ACT**
(Existing)

The City will continue to ensure that all construction projects requiring building permits comply with the Americans with Disabilities Act (ADA) as provided by the Uniform Building Code. The City will assist property owners and contractors in complying with ADA requirements when retrofit or rehabilitation projects are initiated for public or commercial structures.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): None Required

H-26 **UNIFORM BUILDING CODE**
(Existing)

The City will continue to adopt current updates and enforce the Uniform Building Code to ensure that all new and rehabilitated housing constructed in Rio Vista complies with applicable health and safety requirements, including energy conservation and handicapped accessibility.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): None Required

H-27 **REGIONAL HOMELESS PROGRAM**
(Proposed)

The City will actively work both locally and with other local governments to establish a network of facilities and resources to assist the resident homeless population. As appropriate, the City will provide financial and technical support of local Rio Vista organizations that provide a variety of services to local homeless families and residents. Homeless shelters and transitional housing shall continue to be allowed in commercial and multifamily land use and zoning districts.

Responsible Agency: Community Development Department, Redevelopment Agency
Time Frame: 2003
Funding Source(s): Redevelopment Fund

H-28 **GOVERNMENT CODE SECTION 65853**
(Enacted by Statute)

As provided for in Government Code Section 65853, the City will allow the installation of manufactured homes certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 on a foundation system, pursuant to Section 18551 of the Health and Safety Code, on lots zoned for conventional single-family residential dwellings. While the project will be subject to architectural review, the manufactured home and the lot on which it is placed will be held to the same development standards as those for a conventional single-family residential dwelling on the same lot.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): Redevelopment Fund, Developer Fees, Permit Fees
Quantified Objective: 5 Low Income units

H-29 **ASSISTING "AT-RISK" UNITS**
(Proposed)

In an effort to preserve the assisted "at risk" units, the City will contact all state and federal agencies that might provide affordable housing funds to determine whether any funding is available for the preservation of assisted housing developments. The City will apply for affordable housing subsidies that may be available for this use, if necessary.

Responsible Agency: Community Development Department, Redevelopment Agency
Time Frame: As needed
Funding Source(s): Redevelopment Fund, State and federal grants

H-30 **REGULATORY INCENTIVES**
(Existing)

The City will negotiate specific development standards or development fee reductions with affordable housing sponsors that may contribute to a reduction in the cost of housing for low- and moderate-income households. In setting such standards, no reduction in the design quality of affordable housing development will be allowed. Examples of such incentives and variation in design standards are found in the Summerset/Trilogy senior housing development.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): None Required

H-31 **TITLE 24 OF THE BUILDING CODE**
(Existing)

Through the Building Division, the City will continue to enforce Title 24 energy requirements. Title 24 energy requirements define construction standards that promote energy conservation.

Responsible Agency: Community Development Department
Time Frame: Ongoing
Funding Source(s): None Required

H-32 **UNFAIR HOUSING PRACTICES GRIEVANCE PROCEDURE**
(Proposed)

The City will adopt a formal policy statement prohibiting discriminatory and unfair housing practices within the City. The City will establish a procedure by which aggrieved parties can notify the City of unfair housing practices and the City can follow through by contacting the appropriate local, state, or federal agencies.

Responsible Agency: Community Development Department, Redevelopment Agency,
City Council
Time Frame: 2002
Funding Source(s): None Required

Table 6-20
QUANTITATIVE OBJECTIVES BY IMPLEMENTATION MEASURE

Implementation Measure		Very Low	Low	Moderate
H-2	Zoning Ord	20	10	50
H-3	Sub Ord	10	10	
H-4	St/Fed Prog	40	40	50
H-5	Local Finance	20	10	20
H-7	Dev Agmts	40	50	100
H-10	Den Bonus	20	10	
H-11	Res LU Invty	10	10	
H-13	GC 65853	5		
H-14	RDA	20	50	
H-16	Dntn Mktg	10	20	20
H-24	Interag Coord	10		
H-27	Pub/Priv	50	30	150
H-28	Sp Hsng Gdln	20	40	
TOTALS		275	280	390

H. Public Participation

State housing law requires that the Housing Element be specifically noticed and attempts made to provide notice to lower income households. The following steps have been taken to comply:

- Upon publication, the Draft Housing Element was transmitted to interested housing advocacy groups: Mercy Housing (nonprofit developer), Sacramento Valley Organizing Committee and Solano County Legal Aid
- A portion of this two hearing dates were set aside specifically for discussion of the Housing Element
- A notice specifically pertaining to the Housing Element and this hearing date, separate from the other General Plan hearing dates previously noticed, has been published and posted in both English and Spanish language versions; the publication was in two local newspapers, one of which is direct mailed to every Rio Vista household

THE PUBLIC PATENT OFFICE

Patents are granted by the Public Patent Office for the purpose of encouraging the progress of science and the arts.

The Public Patent Office is a department of the State, and its functions are to receive and examine applications for patents, and to grant patents to those who are entitled to them.

The Public Patent Office is also responsible for the maintenance of the patent system, and for the enforcement of the laws relating to patents.

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Chapter 7

Economic Development

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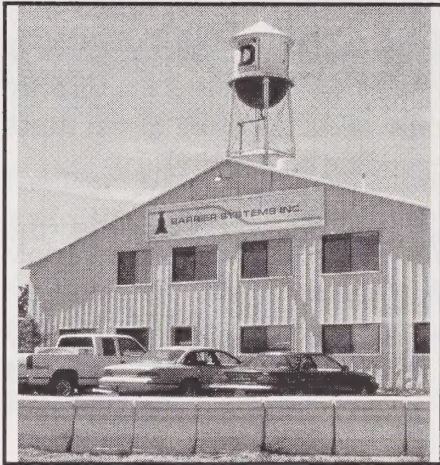
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Chapter 7 Economic Development



A. Introduction

The Economic Development element establishes policies to maintain and enhance economic development opportunities within a city and to define a long-term framework for sustainability. This element addresses how Rio Vista can direct local resources to: (1) retain and assist local business, (2) attract new industry, (3) focus efforts of the City on industrial sectors that are most beneficial and attainable, and (4) use limited industrial land capacity effectively to maximize jobs and services. The element identifies actions that will increase the City's tax base and support efforts to strengthen and diversify the local economy.

If Rio Vista is to sustain its community character, new economic development must be sensitive to the environment and compatible with existing and planned land uses. Since the Sacramento River provides a special area for commercial activity, services, and employment, maintaining this working waterfront is essential to the economic vitality of the City.

Preserving Rio Vista's sense of community and small-town character has been identified as a core planning principle. Economic development provides residents the opportunity to live, work, and shop in their community while reducing the amount of travel time in the family car. The current character of Rio Vista also includes a large proportion of residents that are generally concerned about the well-being of the community and involved and knowledgeable about civic issues. This essential base of civic involvement is present and highly visible in today's Rio Vista. In many communities where high proportions of residents commute long distances to jobs, a lower proportion of citizens are active in civic or community life. "Bedroom communities," where housing greatly outnumbers jobs within a reasonable distance, often are characterized by a lower level of civic pride, neighborliness, and involvement in the community. As a result, such communities also tend to have fewer essential services, institutions, and amenities—both public and private—and may be perceived to be a less desirable place to live than more balanced communities. These and other "quality of life" issues, such as environmental quality and physical setting, in turn influence private sector employers when considering relocation or expansion.

Economic development also creates revenues for the City's use in providing public services. Industrial, commercial, and office development affects the community's fiscal health in the following two ways:

1. **Cost.** Generally, providing necessary public services for nonresidential development is substantially less costly because schools and most emergency service needs are directly related to 24-hour residents. In addition, housing typically takes up three to ten times more land area than required for nonresidential uses (depending on density).
2. **Revenues.** Commercial, office, and manufacturing development generates the following revenues to local government:
 - **Property tax.** Property taxes for commercial, office, and manufacturing uses usually are higher than those for residential because of the greater expense, size, and complexity of commercial and industrial buildings.
 - **Sales tax.** Taxable sales are associated with both retail and industrial businesses. Industrial sales tax may depend on whether the sale is actually recorded in the Rio Vista location or whether the company's offices are elsewhere.
 - **Indirect revenues and additional business attraction.** Industrial jobs pay wages and salaries that are spent, at least in part, in the local economy. Manufacturing supports and attracts other businesses needed for support goods and services, which in turn pay wages and salaries, and make purchases from other local businesses—both new and existing. This “multiplier” effect results in several times the purchasing power of the first dollar spent on wages eventually being spent on other goods and services, many of which are taxable.

The General Plan Land Use Map in Chapter 4 and the City's Redevelopment Area (*shown as Figure 7-1*) identify sites for commercial and industrial development at appropriate locations in the planning area. Because of the need to minimize land use or environmental conflicts, development costs at some sites will be higher than those at unconstrained alternative locations. One purpose of the Economic Development element is to ensure that additional costs are not imposed on new development because of unnecessary governmental constraints. In this context, the City will act as a “development partner,” facilitating the approval process while ensuring that environmental resources are protected, consistent with the General Plan.

To sustain its ability to provide public services for existing and future residents, the City will need to enhance its revenue base through new retail, commercial, office, and industrial development. Concurrently, the City must help local businesses grow and provide employment for existing and future residents. A healthy, vital community can be sustained with a strong and diverse local economy.

B. Purpose and Authority

The Economic Development element is an optional element of the General Plan under Government Code Section 65302, which states: "The General Plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city."

The Land Use element establishes the physical framework for development and addresses the land use decisions that will help to achieve a jobs/housing balance, while the Circulation & Mobility element provides for circulation system improvements that will serve new development. The Circulation & Mobility element also includes policies for the Rio Vista Airport, shipping, rail, and goods movement. Finally, the Housing element includes policies and programs for affordable housing, which is also a vital component of economic development.

**Figure 7-1
REDEVELOPMENT AREA**



Rio Vista General Plan 2001

C. The Rio Vista Principles: Implementing the Community Vision

The community vision and planning principles that most directly relate to the Economic Development element are listed below.

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ❑ *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses--and supporting uses and activities should be located in the downtown and adjacent areas.*
- ❑ *Redevelopment of Rio Vista's downtown and waterfront should create economic vitality and an atmosphere for walking and shopping. Historic building facades should be restored, and new projects should be linked to their surroundings.*
- ❑ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- ❑ *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

CREATE AND MAINTAIN ECONOMIC VITALITY; PROVIDE NEW OPPORTUNITIES TO LIVE, WORK, AND SHOP IN RIO VISTA

- ❑ *The Rio Vista community should be planned for a balance of jobs and housing. Rio Vista should not become another bedroom suburb like so many neighboring communities.*
- ❑ *A broad range of housing should be available throughout the community to match job opportunities and community needs. No one style or price range of housing should take precedence over any other, so long as an adequate supply is available for each.*
- ❑ *Commercial development should occur in locations and configurations that complement existing business. New retail projects should:*
 - *Provide goods and services not currently available or for which an unmet demand clearly exists; and*
 - *Be sized in proportion to market demand.*

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

- ❑ *Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity.*
- ❑ *Rio Vista should continue its tradition of cooperation with private nonprofit agencies and other public agencies, to provide essential services for youth, seniors, the economically disadvantaged, and those in crisis.*

- *Adequate public facilities – sewer, water, transportation, public safety, parks, recreation, education, and others – should be in place or assured in a timely fashion before new development projects proceed.*
- *The Rio Vista Airport is a vital public facility and economic resource; new residential development must take steps to ensure that its viability is not threatened.*

D. Setting

Economic development is critical to most communities for the following purposes: the creation of employment opportunities, the availability of an increasing choice of goods and services in the community, and the creation of revenues to support local government services. In Rio Vista, there are limited opportunities to physically accommodate commercial, service, and industrial activities (land uses). The Land Use element focuses on regulatory requirements; this discussion concentrates on vision and the type of economic activities desired in various locations, as well as factors such as infrastructure that influence the overall climate for business attraction and retention within the community. The map in Figure 7-2 illustrates lands with existing or potential commercial and employment activities for the following types of development: retail and commercial, highway commercial, service commercial/industrial, industrial, redevelopment, and waterfront and the former Army Reserve Base area.

JOB

SOLANO COUNTY

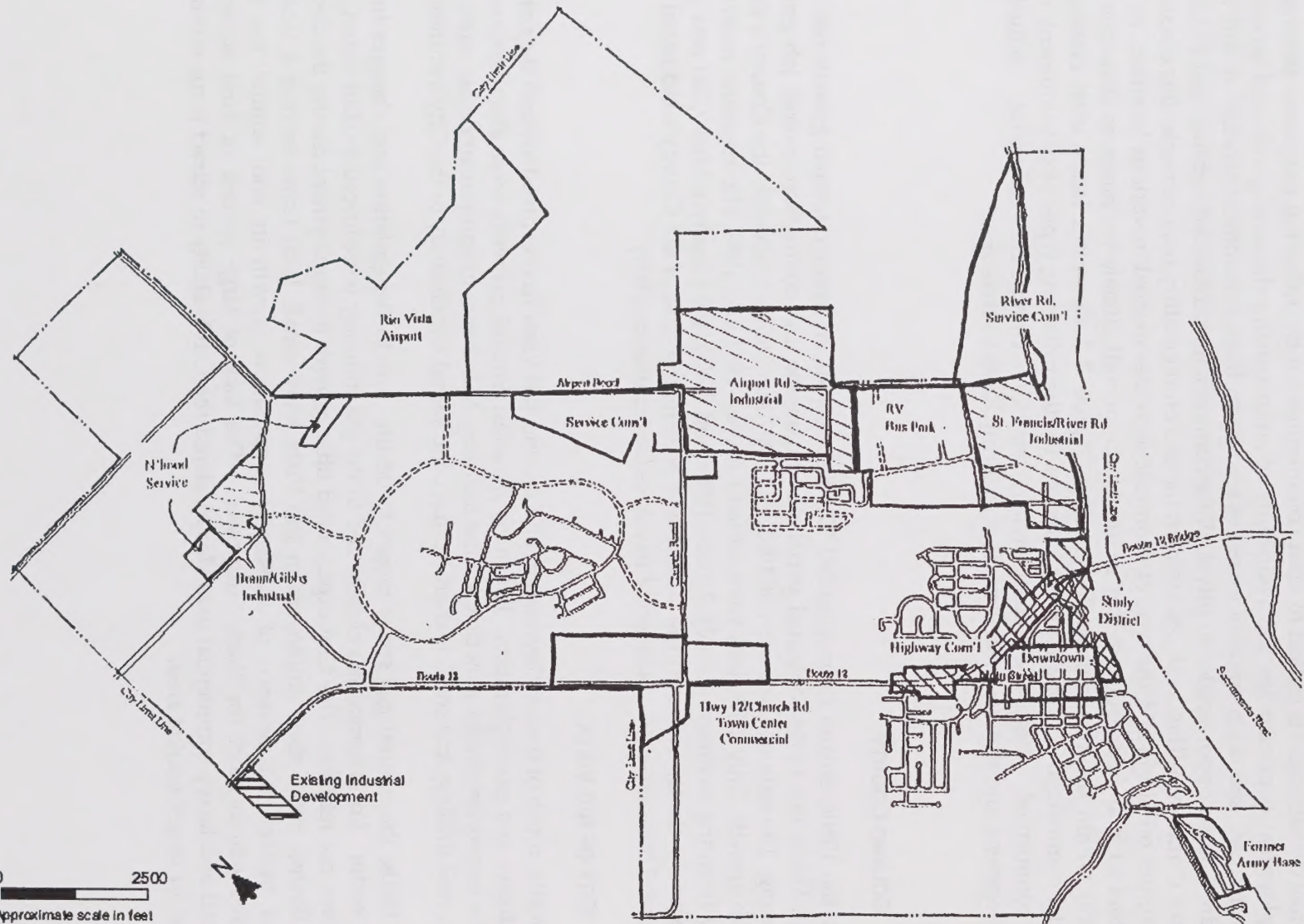
During the 1980s, Solano County added 32,800 jobs—for an average annual growth rate of 3 percent. While the 1980s contained periods of expansion and contraction, overall job growth was strong. The national recession of 1981 and 1982 substantially affected the County's short-term job growth. Only 2,100 jobs were added between 1981 and 1983. The economy recovered rapidly from the recession. In only 2 years (1984 and 1985), the County added 7,300 new jobs. This recovery clearly indicated the vitality and broadening base of the County's industrial and commercial businesses. (Association of Bay Area Governments, 1999)

CITY OF RIO VISTA

Historically, much of the employment in and around Rio Vista has revolved around the natural gas industry and gas exploration. For many decades, natural gas wells were abundant and so were the supporting businesses that fed the industry. Merchants in equipment repair, sales and service, well drilling, and some manufacturing contributed significantly to the City's economy.

In the 1980s, the natural gas sector began to decline due to deregulation and changes in the energy sector. Local companies closely tied to the gas industry were forced to shut down, and most have not returned. The City experienced little growth in employment during the decade that followed. Since most employers in Rio Vista were small, local firms serving a local or regional market, the absence of substantial population growth in and around the City hampered employment for these businesses. The lack of large parcels of land suited to industrial and heavy commercial uses also hindered the City's ability to attract firms serving a regional, or larger, market area.

**Figure 7-2
EXISTING AND PLANNED COMMERCIAL AND EMPLOYMENT SITES**



Rio Vista General Plan 2001

Recently, however, with an upturn in the economy and resurgence in the energy industry, Rio Vista is beginning to experience dramatic changes in its economic growth. There is now a strong jobs/housing balance as employment opportunities have increased and stabilized over the years. In fact, presently there are more jobs than working residents.

HOUSING

Housing availability in all income ranges is crucial to attracting employment-generating businesses. The Rio Vista Principles emphasize a range of housing types to accommodate all income groups. The recent Homecoming subdivision provides for moderate-range single-family housing. Also needed are opportunities for management/executive housing and housing affordable to lower income families, especially quality rental units. Apartment or condominium housing also may be appropriate for those who choose not to maintain a single-family home. *(Note: A much more detailed discussion of housing needs is found in the Housing element.)*

RETAIL AND COMMERCIAL DEVELOPMENT

DOWNTOWN

Due to Rio Vista's geographic isolation from other communities (no other cities are within 10 miles), the City's commerce traditionally has been conducted in the historic central business district (CBD) and focused primarily on local services, river-oriented services and, to a lesser extent, tourism. Downtown Rio Vista remains the hub of activity in the community where City Hall, public safety offices, the senior center, library, post office, and private office uses are currently located. At present, downtown Rio Vista has about 70 business establishments. Several governmental agencies, including City Hall, and community-based organizations maintain their offices in the downtown.

The City has received grants from the Metropolitan Transportation Commission's Transportation for Livable Communities Program and the Solano Transportation Authority for streetscape improvements on Main Street. The project is expected to be completed by 2003.

HIGHWAY 12/CHURCH ROAD

Highway 12/Church Road is a key intersection at the west end of Rio Vista. Three corners of the intersection are within the city limits. This 55±-acre section of the City has been targeted for mixed-use development.

BRANN RANCH/CANRIGHT ROAD

The development area in the vicinity of the Brann Ranch/Canright Road intersection consists of 10± acres located in the northwest corner of Canright/Liberty Island Road. From a marketing point of view, this is considered a poor location for a retail site.

HIGHWAY COMMERCIAL DEVELOPMENT

HIGHWAY 12 (DROUIN DRIVE TO THE RIO VISTA BRIDGE)

Since World War II, the segment of Highway 12 between Drouin Drive and the Rio Vista Bridge has developed with highway commercial services. Fast-food restaurants, gasoline stations, motels, grocery stores, and convenience retail, have given this commercial area of the City a classic "strip" character. Recent developments are McDonald's/Chevron and Taco Bell/Kentucky Fried Chicken.

There is substantial underutilized space at prime locations in this area. Pacific Gas and Electric Company (PG&E) and the California Department of Transportation (Caltrans) vehicle and equipment maintenance yards comprise the major portion of this land. Together, these yards could create a highly visible commercial development site at a prime location near the bridge.

SERVICE COMMERCIAL / INDUSTRIAL DEVELOPMENT

RIVER ROAD / ST. FRANCIS DRIVE

The service commercial/industrial development area consists of approximately 200 acres located north of Highway 12 to the city limits and west to St. Francis Drive. This first area of industrial development began in the unincorporated County and now is entirely within city limits. Storage, industry, and service commercial dominate the area, with a range of uses from office to salvage and materials yards, gravel/sand quarries and even residential uses mixed in near Airport Road. Some of the residential uses are incompatible with the nearby service or salvage uses and exhibit characteristics typical of that situation (poorly designed or inadequately maintained); other residences have mixed in with the industrial uses while maintaining a reasonable living environment.

Large partially developed or underutilized parcels are found in this area, particularly south of Airport Road. Former General Plan land use designations and the City's Zoning Ordinance considers River Road a "scenic corridor" because of its proximity to the river.

AIRPORT ROAD / CHURCH ROAD

Approximately 5-10 acres across Airport Road from the Church Road intersection (on the north side of Airport Road) serve as service commercial for the City. Currently, trucking operations, storage, and some industrial uses are located at the site. This area of the City also provides approximately 10 acres of service commercial land, currently occupied by a pipe and gas well drilling materials yard on the east side of Church Road, approximately 1/4 mile south of Airport Road. Residential development is planned for south of the area and east to Harris Road, with City light industrial land to the north. The Trilogy development will provide service commercial land to west across Church Road.

MARKS RANCH / AIRPORT ROAD

Approximately 40 acres of service commercial land in a pie-shaped parcel extends from Church Road west along Airport Road for approximately 1/2 mile; this site contains parking for Trilogy

recreational vehicles. The airport approach zones constrain the site to low-intensity commercial or service uses.

A small 6-acre parcel adjacent to the boundary of the Gibbs Ranch near Liberty Island Road also is limited by the airport to service commercial and low-intensity commercial/industrial uses.

INDUSTRIAL DEVELOPMENT

Some new residential areas are near industrial lands or the Rio Vista Business Park, creating the potential for land use conflicts.

RIO VISTA BUSINESS PARK

In its efforts to expand economic opportunities within the City, Rio Vista has converted its former municipal airport site to a publicly owned, privately leased industrial park. Initial improvements to the 100±-acre site have included street, water, sewer, storm drainage, and lighting improvements to serve 14 acres. All land and infrastructure improvements are owned by the City. The utilities and roads in place serve about two-thirds of the site. Currently, four parcels are developed with agriculture/processing, industrial, storage and service uses, and a concrete batch plant. Primarily metal buildings have been constructed to date, with one concrete tilt-up building (California Vegetable Specialties). Landscaping is minimal, and construction meets basic architectural standards.

Businesses locating at the Business Park require large amounts of relatively inexpensive space, with minimal up-front investment. Most of the businesses produce or assemble low-value products in relation to the space they require and are not able to pay large up-front costs to locate in Rio Vista. The development parcels must be conveyed through ground leases, due to deed restrictions imposed in legislation that conveyed the site to Rio Vista from the State. This makes long-term financing for new buildings more difficult than for sites conveyed in fee title (ownership). Therefore, the ground lease rates and up-front development costs need to be affordable.

AIRPORT ROAD

Lands in the vicinity of Airport Road are the primary employment-generating areas in the planning area. Approximately 180 acres comprise these areas—100 acres of existing manufacturing (MG) north of Airport Road and east of Church Road, and an additional 80 acres south of Airport Road, north of Harris Road, and east of Church Road. There is access from Airport Road, Church Road, and Harris Road. Large parcels are readily available, with better access than the former airport business park. A local road system is needed to create smaller parcels.

RIO VISTA MUNICIPAL AIRPORT

Rio Vista Municipal Airport has ample acreage for use as an Airport Industrial Park. This 12-acre industrial or “airport commercial” park is ready to meet the current demand for office, hangar, manufacturing, and storage space for business operations—with 4,100 square feet of

office/retail space available for lease. There is aircraft access to the runway and vehicular access to Airport Road. Until recently, the airport has not been able to accommodate these requests because of the lack of infrastructure. In addition, with the major residential subdivision growth that is presently occurring, more hangar space is needed for corporate and business users who are either relocating to or expanding their businesses in the Rio Vista area.

In response to this demand, the City has applied for and obtained \$1.5 million in state and federal grants to construct infrastructure improvements needed to attract and retain businesses at the Airport. These include two new hangars, taxiway improvements, a 6,000 + square-foot office building, building pads and utilities.

GIBBS RANCH

Triangular -shaped parcel located northwest of Liberty Island Road, as designated by the *Gibbs Ranch Planned Unit Development (PUD) and Framework Plan*. Access is provided from Liberty Island Road. The property is approximately 20 acres, located in the "B" and "C" zones of the Airport Land Use Plan (suitable for industrial and low-intensity commercial uses). The area currently is designated for private open space/recreation uses but may be used for commercial/industrial uses under the PUD and Development Agreement.

BRANN RANCH

Access to Brann Ranch is provided from Liberty Island Road and Canright Road. The property bisected by Canright Road contains areas that are restricted from residential uses by airport zones but may have potential for industrial/employment uses. Some portions of this property are restricted by floodplain, but a relatively large developable area (25–50 acres) remains. Canright Road has been designated as a collector street in the Circulation & Mobility element.

HIGHWAY 12/SUMMERSET DRIVE

A small industrial/storage/equipment yard was developed in the County some years ago. It remains in operation. It is now part of the City but is not proposed for further development.

REDEVELOPMENT AREA

The City created a Redevelopment Agency in 1988. The redevelopment district boundaries are shown in *Figure 7-1*. Redevelopment is widely used in California as a tool for implementing economic development. The primary benefits of a Redevelopment Agency are the ability to raise fund and finance infrastructure and other projects through tax increment financing; and the ability to assemble sites for conveyance to private developers of commercial, industrial and housing projects that benefit the community. Redevelopment activities focus on areas where "blight" exists in the form of impediments to economic activity, such as lack of infrastructure, disparate ownerships creating parcels that are difficult to develop, and lack of supporting economic activity. Typical redevelopment projects are downtown revitalization, industrial park development, infrastructure and amenities that facilitate development, and affordable housing.

Rio Vista previously used its redevelopment bonding capacity to facilitate the relocation of the airport from its former site to the new airport, with the former site developed as a business park.

WATERFRONT DEVELOPMENT

Approximately 8 acres that extend along the Sacramento River on the east side of Front Street between Main Street and Highway 12 define the Waterfront development area. The properties along this stretch of the waterfront comprise two separate and distinct planning sections: one is undeveloped (a large portion of which is City-owned); the other consists of aging, occupied structures on private property with multiple owners.

The waterfront area has been considered a priority for comprehensive planning and improvement since the 1970s. The *General Plan 1990 for the Southeastern Solano County Planning Areas* (City of Rio Vista and Solano County Planning Commission, 1974) identified the area for further study to determine suitable waterfront access and potential economic development activities. This area is presently zoned as a "Study District" in which individual development projects are to be part of a larger, more comprehensive plan. At every community forum, including the General Plan update process, this riverfront area has been identified as a priority for public access and improvements. Of particular concern are pedestrian access; community identity opportunities; and a linkage between Main Street, Highway 12, and the Rio Vista (Helen Madere) Bridge.

Consequently, the City began preparation of a Waterfront Plan that includes a conceptual design for the promenade/boardwalk and suggests areas for placement of commercial building envelopes. The plan also recommends specific capital improvement projects eligible for funding with state and federal sources in an effort to expedite development of public improvements.

FORMER ARMY RESERVE BASE

The U.S. Army Reserve Base in Rio Vista, an installation owned and operated by the U.S. Army Corps of Engineers since 1911, was designated for closure under the Base Realignment and Closure Act of 1995 (BRAC). The 28-acre site lies on the bank of the Sacramento River just south of the Rio Vista city limits. A flat lower terrace contains most of the existing structures; the upper terrace, about 15 feet higher and set back from the river, consists primarily of open areas.

The property will be transferred to the City of Rio Vista through the Department of Defense under special federal legislation outside the BRAC process. The area represents a unique community resource and amenity. A range of potential uses has been explored in the Rio Vista Army Base Reuse Plan that was prepared in December 1998.

The Rio Vista Army Base Reuse Plan envisions using the majority of the former Army Reserve site for public and recreational uses, ranging from a waterfront lodge and meeting center to tennis and basketball courts; regulation soccer, softball, and baseball fields; and a multi-purpose community center building. Public uses also include an environmental education and interpretive center devoted to the Delta ecosystem. If developed as proposed, the facility would become a prominent community-wide park and educational facility. This major amenity would

help to attract businesses to the area. As described in the "Outlook" section, a portion of the site has the potential to become a significant regional scientific research center, operated by a consortium of state and federal agencies conducting research on the Delta.

E. Outlook

Estimated projections for population; housing; and retail, commercial, and industrial development assume a buildout year of 2020. A number of factors affect whether these assumptions are realistic. Private market conditions strongly influence future conditions. To reach buildout of the existing city limits at the previously approved densities and land use mix would require constructing almost 400 houses per year for the next 20 years. This rate of construction appears unlikely for several reasons:

- Rio Vista is somewhat removed from “major” transportation corridors (Interstate 80 [I-80] and Highway 12).
- Historically, Suisun City has averaged construction of approximately 300 homes per year since the early 1970s. Suisun City parallels Rio Vista in that its 1970 population was about 4,000; currently, the city’s population is approximately 26,000. The current population of Rio Vista is approximately 4,000 and is expected to increase to between 22,000 and 24,000 during the planning period. Suisun City differs from Rio Vista in that the community is adjacent to Fairfield and I-80, 20 miles closer to the Bay Area employment centers.
- The presence of a larger community “next door” strengthened the local markets in the Solano County cities of Fairfield, Suisun, and Vacaville over the last 20 years. Such a neighboring larger community does not strengthen the local market in Rio Vista.

At present, housing construction in Trilogy and Homecoming total about 250 homes a year during a very strong economic period for the building industry.

JOBS

SOLANO COUNTY

Over the 20-year forecast period, Solano County will have the largest percentage of jobs growth of any county in the Bay Area. The county’s location between the fast-growing Sacramento area and the northern portion of the Bay Area affords a strong, long-term economic development advantage. The closure of the Mare Island Naval Shipyard (in Vallejo) in the mid-1990s caused significant employment reductions at the beginning of the forecast period. The County lost about 9,500 jobs directly associated with Mare Island, and the impact of its closing will continue to be felt throughout the decade. The closure of Mare Island resulted in a significant, but localized, effect on the southern portion of the County’s economy. In the north, Vacaville and Fairfield are already in a period of significant economic expansion. As a result, the County will add about 6,000 jobs between 1995 and 2000 despite the losses due to Mare Island. (Association of Bay Area Governments 1999.)

Between 2000 and 2010, Solano County will add almost 42,500 jobs. Nearly 40 percent of these jobs will be in the service sector, and 16 percent will be in retail. Most of the growth in these sectors will be located in Vacaville, Fairfield, and Vallejo—with Vallejo’s growth tied to the reuse of Mare Island. (Association of Bay Area Governments 1999.)

Over the entire forecast, the county will add almost 81,300 jobs. Fairfield, Vallejo, and Vacaville account for the majority of that growth, with over 64,000 jobs between the three areas. On a percentage basis, Suisun City, and Rio Vista will see the most significant growth. (Association of Bay Area Governments 1999.)

Between 2000 and 2020, employed residents will grow at an even faster pace than jobs. The county will add 13,100 more employed residents than jobs during this period, reinforcing the county's residential character. (Association of Bay Area Governments 1999.)

Table 7-1 shows Solano County projections for jobs by industry type.

CITY OF RIO VISTA

Table 7-2 summarizes employment information for Rio Vista, including employed residents, total jobs, and types of jobs.

If current industrial development patterns and intensities continue, the industrially zoned lands within the existing city limits will accommodate approximately 2,900 jobs. The number of projected households at buildout with at least one employed person is estimated at approximately 3,200 (not including Trilogy). This projection is slightly less than one job per household (0.91). Limited manufacturing and office or service businesses may generate additional employment in the downtown area. The industrial lands are assumed to accommodate primary industries that manufacture or assemble goods for "export" out of the community, bringing in revenues from outside sources that would not otherwise be spent here. Many professional and office jobs support industries or households already in the community.

Table 7-3 shows projected demographic and employment changes for Rio Vista during 2000-2010 and 2000-2020. Representative percentages for these changes also are indicated.

It is important to note that, although the City currently maintains a healthy jobs/housing balance, with 0.9 job/employed resident and about 1.1 jobs/household, the ABAG projections show the community falling far short of an acceptable balance as growth occurs. It also should be noted that the Bay Area regional average currently is approximately 1.04 jobs/employed resident and 1.51 jobs/household. These ratios are projected by 2020 to *increase* to 1.05 and 1.65, respectively. The jobs/housing balance for Solano County as a whole is also expected to increase, from 0.7 job/employed resident and 0.99 job/household currently to 0.75 and 1.18, respectively. Therefore, Rio Vista is expected to decline from a position that currently is healthier than the County's and about on par with the region, to a much less balanced position than either the County or the region. In other words, the rich jobs growth forecast for the region is not expected to make its way to Rio Vista.

TABLE 7-1

Solano County Projections

Industry	1990	1995	2000	2005	2010	2015	2020
Agriculture, Mining	3,140	3,410	3,320	3,480	3,450	3,380	3,230
Construction	10,050	9,970	12,330	13,990	15,750	17,690	19,410
Manufacturing	8,570	9,460	10,860	13,780	15,750	18,740	20,090
<i>High Technology*</i>	770	880	1,420	2,120	3,710	5,130	6,210
Transportation, Communication, Utilities	4,770	5,670	6,420	7,430	9,210	11,380	12,500
Wholesale Trade	3,000	3,940	4,670	5,890	6,810	7,890	8,950
Retail Trade	24,450	23,100	24,770	28,3880	31,510	34,380	36,910
F.I.R.E.	3,580	3,850	4,720	5,220	6,040	8,060	8,830
Services	26,860	30,440	31,630	37,980	48,930	56,280	64,190
<i>Business Services*</i>	4,880	6,080	6,760	7,620	10,260	11,510	12,490
Government	39,170	33,810	30,790	32,720	34,510	35,270	36,670
Total Jobs	123,590	123,650	129,510	148,870	171,960	193,070	210,780
Population	339,471	370,700	401,300	450,300	481,700	514,800	547,400
Household Population	325,712	358,300	387,000	434,100	465,400	498,300	530,800
Persons Household	Per 2.88	2.94	2.97	3.03	3.02	2.98	2.96
Households	113,052	121,730	130,320	143,060	154,220	167,330	179,210
Employed Residents	162,219	164,600	185,600	212,200	234,300	257,200	280,000
Mean Household Income	\$54,400	\$54,400	\$60,400	\$64,800	\$67,900	\$71,700	\$75,000

* High technology jobs are counted in Manufacturing, and business services jobs are counted in Services.

Source: 1990 demographic data are taken directly from U.S. Census and 1990 job data are derived from the 1990 Census Transportation Planning Package. Base year (1990) income data are from U.S. Census, adjusted to 1995 dollars. Since Census income data are for 1989, ABAG updated these data to 1990 using the Bay Area CPI and real income growth estimates for each county from the Bureau of Economic Analysis. Income data are expressed in constant 1995 dollars.

TABLE 7-2

Projected Employment Information for Rio Vista

Description	2000	2005	2010	2015	2020
Employed Residents	2,200	4,100	6,200	8,600	10,800
Service Jobs	430	740	1,010	1,170	1,380
Retail Jobs	570	770	940	1,110	1,220
Manufacturing and Wholesale Jobs	10	10	70	80	90
Agriculture and Mining Jobs	180	160	100	100	100
Other Jobs	790	870	910	980	1,000
Total Jobs	1,980	2,550	3,030	3,440	3,790

Note: Above figures are based on the Rio Vista sphere of influence, which is slightly larger than the city limits.

Source: Association of Bay Area Government, Projections 2000.

TABLE 7-3

Demographic and Employment Changes
in Rio Vista (2000–2010 and 2000–2020)

Description	2000-2010 Change	2000-2010 Percentage Change	2000- 2020 Change	2000-2020 Percentage Change
Demographic Change in Solano County				
Population	9,100	178%	17,100	335%
Households	3,460	191%	6,630	366%
Employed Residents	4,000	182%	8,600	391%
Jobs	1,050	53%	1,810	91%
Employment Change by Sector				
Manufacturing and Wholesale Jobs	60	600%	80	800%
Retail Jobs	370	65%	650	114%
Service Jobs	580	135%	950	221%
Other Jobs	120	15%	210	27%

Source: Association of Bay Area Governments, Projections 2000.

It should be the community's goal to at least maintain the current balance of jobs/employed residents and strive for the ideal ratio of 1:1. The number of jobs per household is not as significant a measure, because the Trilogy development likely will result in at least one-third of the City's projected households without a working member. Both the regional and County average number of employed residents per household is 1.56. Discounting Trilogy, Rio Vista is

projected to have about 5,000 households in 2020. Applying the regional/County average employed residents/household ratio to the non-Trilogy households, about 7,800 employed residents would reside in Rio Vista in 2020. Thus, Rio Vista should strive to create and retain 7,800 jobs by 2020.

RETAIL AND COMMERCIAL DEVELOPMENT

Given the expected size of the City at buildout, the amount of retail development possible is limited. The City will not attain the population thresholds needed to attract large retail uses such as Walmart and Home Depot. The City's existing downtown retail core needs strengthening. Greater intensification of the existing Highway 12 corridor also could occur.

A 1998 retail market analysis conducted by Economic & Planning Systems, Inc. (EPS) (1998) revealed the market conditions facing the City now and in the future. The analysis was undertaken to ensure that an appropriate amount of developable land is available for future retail development.

The *Rio Vista General Plan Retail Market Analysis* (Economic & Planning Systems, 1998) found that existing retail in Rio Vista is surviving, but not thriving, on current resident traveler and tourist expenditures. Modest growth in business is being realized from new housing construction.

The EPS study recommends that the General Plan identify three distinct retail areas in the City: (1) the existing downtown, (2) existing Highway 12, and (3) new development at the intersection of Highway 12 and Church Road. These three areas, along with the Brann Ranch/Canright Road area north of Highway 12, will provide sufficient retail opportunities to meet the majority of retail demand under buildout of this General Plan. The EPS study recommended considering retail in other areas as a secondary use, such as new restaurants along the waterfront or at the former Army Reserve base.

DOWNTOWN

The face of commerce in Rio Vista is likely to undergo significant changes over the next decade. Several new large subdivisions located in the west and northwest portion of the City (the largest of which is a senior community) will quadruple the City's population, bringing increased demand for goods and services. Trilogy, the senior community, will account for about one third of the projected population growth to 2020.

Although the types of businesses that now exist are quite diverse, with a low vacancy rate among commercial properties, the City is concerned about the position of downtown merchants to compete with larger, new stores that are likely to follow this population growth to the north and west. The Economic Development element, along with the Land Use element, seeks to establish policies and implementing actions that will strengthen the downtown and avoid the fate of many other small cities that grew rapidly away from their historic cores. In many cases, downtown businesses were forced to shut their doors as large superstores, chain stores, and franchise businesses came to dominate commerce in those cities.

In a 1998 community survey, Rio Vistans cited the need to improve the downtown in terms of maintenance, use of the waterfront, tree plantings on Main Street, shopping choices, directional/historical signage, and parking. Several of the Rio Vista Principles, described earlier in this chapter, were formed as a direct result of this survey.

The City's *Downtown Marketing and Design Study* (Economic & Planning Systems, 1999) used these principles as the basis for developing a plan that would guide development of the historic downtown as a unique environment for shopping, dining, and entertainment. The study establishes a specific land use, design, marketing, and financing plan for revitalization and economic development in the historic downtown core. This strategy is expected to facilitate revitalization and economic success so merchants will not be forced to compete head-on with the new businesses that will locate outside the historic downtown core.

Specifically, the existing downtown will be encouraged to transition to a cultural, civic, entertainment, and specialty retail center. Restaurants, offices, housing, and employment businesses are considered to have priority over retail in the near term. Other entertainment uses, including boutiques, video stores, and antique and second-hand shops will be encouraged over the long-term.

HIGHWAY 12 (DROUIN DRIVE TO THE RIO VISTA BRIDGE)

The existing Highway 12 commercial corridor should serve as more highway commercial- and service commercial-type uses, including vehicle sales, lodging, bait shops, gas stations, convenience stores, nurseries, and hardware stores. Existing uses are generally consistent with this concept. Over time, Caltrans and PG&E uses (vehicle and equipment maintenance yards, as discussed in the Land Use element) may find more suitable locations, and these sites could be developed with more commercial uses.

The EPS retail demand study documented the need to bring activity-generating uses into the existing downtown to supplement existing public, retail, and employment uses. The Rio Vista Principles developed during the Town Hall meetings reinforce maintaining the downtown as a cultural, civic, and service center for the community.

HIGHWAY 12 / CHURCH ROAD

When new retail construction does occur at this intersection, the new business should complement rather than compete with existing stores on Highway 12 and downtown. If the downtown is to be strengthened and preserved, new office and specialty uses should not be developed prematurely on the periphery at the Highway 12/ Church Road intersection.

The City will encourage a mixed-use "town center" concept and pedestrian-friendly design that allows for ease of access without adjacent residential neighborhoods needing to use arterial streets. A mixed-use and town center concept can foster economic growth and provide affordable housing in the process, also contributing to meeting the City's jobs/housing balance.

Opportunities to strengthen existing stores and revitalize the downtown area with new spending by households must be encouraged and nurtured. Therefore, new retail at

Highway 12 and Church Road can be accommodated so long as it does not replicate the retail niches outlined for other areas.

This intersection could serve as a desirable location for a new community shopping center in the range of 200,000 square feet. By applying the appropriate design guidelines, this new center should be consistent with other goals of the General Plan and, at the same time, should provide a greater variety of convenience-shopping opportunities and regional-type retail uses on a modest scale. Non-retail uses, such as medical services, secondary government facilities, community center, professional offices, and financial uses, also should be encouraged in this location. The retail mix could contain some limited highway commercial (although this should not comprise the majority of uses or land area), general commercial, and neighborhood-serving retail (grocery/drug and specialty), with the potential for community-serving variety of retail or "junior" discount stores as the market develops.

Since present the expenditure levels in Rio Vista do not support substantial new retail development, development of any new shopping center should be phased appropriately along with new housing construction rather than preempt the existing market.

BRANN RANCH / CANRIGHT ROAD

Located 0.5 mile off Highway 12, this area is comprised of about 15 acres at the northwest intersection of these two secondary roadways. The City does not expect marketability of this area to materialize until much of the Brann Ranch, Gibbs Ranch, and Trilogy developments are built out.

This area of the City could accommodate a smaller, truly "neighborhood" retail mix and possibly some employment-generating uses. It is a good candidate for conversion to light industrial/"flex" space to augment industrial land capacity, with some neighborhood commercial or service uses mixed in, if land uses are compatible with neighboring or adjacent uses.

Service commercial, "flex" space, office, and retail are also possible uses in this location: although the site's proximity to the airport imposes some limitations due to the airport's restrictions on population or employment density.

HIGHWAY COMMERCIAL DEVELOPMENT

HIGHWAY 12 (DROUIN DRIVE TO THE RIO VISTA BRIDGE)

The City expects to upgrade pedestrian infrastructure on Highway 12 as part of the commercial development of Highway 12. Future buildings will be sited for ease of access to both pedestrians and autos; pedestrian access is particularly important from adjoining neighborhoods. Building architecture will limit the "chain store" appearance.

SERVICE COMMERCIAL/INDUSTRIAL DEVELOPMENT

RIVER ROAD / ST. FRANCIS DRIVE

There are few sites between the river and River Road (Highway 84). Some opportunities exist for public access to the riverfront on small, compact sites; there is little opportunity for a trail due to proximity of the road to the riverbanks.

The City envisions more intensive development in this area of prime developable acres (with redevelopment of some parcels needed). It should be developed similar in character and intensity to that of the Business Park. Landscaping and appearance upgrades will be needed. Some river viewpoints, connections to downtown, and pathways need to be provided. River Road should continue to be a primary truck route and provide access to all the industrial districts.

Areas near Highway 12 have potential for highway commercial uses as well as service/industrial uses (e.g., former Chevron site).

AIRPORT ROAD / CHURCH ROAD

There is a potential for some commercial/retail uses at the northwest corner of Church and Airport Road on the Marks Ranch. A site of approximately 6 acres is designated commercial by the *Marks Ranch Specific Plan*, PUD Permit, and Marks Ranch Development Agreement. This site probably will be viable for commercial uses as buildout nears, as it is not close to the Highway 12 arterial; however, this location is relatively close to a portion of the future residential neighborhoods in River Walk and the Marks Ranch, as well as the future industrial development north and south of Airport Road.

INDUSTRIAL DEVELOPMENT

Table 7-4 calculates the likely number of jobs that the available undeveloped land could accommodate at current building and employment densities, and compares that number to the projected households (excluding Trilogy).

TABLE 7-4
Employment Projections Based on Available Land

Land/Location	Acres	Jobs/Acre	Total Jobs
Existing Job Base			1,980
Light Industrial (LI) (Business Park and Surrounding)	190	10	1,900
General Manufacturing (River to St. Francis)	50	5	250
Service Commercial/Storage	150	2	300
General Manufacturing North of Airport Road	80	5	400
Airport	15	10	150
Brann Ranch/Gibbs Ranch	50	10	500
Trilogy Commercial/LI	40	5	200
Total New Job Capacity	375		3,700
Total Retained and Created Jobs 2020			5,680
Total 2020 Households with Employees			5,000
Individual Jobs/Household (1.0 = One per Household)			1.14
Projected Employed Residents 2020			7800
Jobs/Employed Resident (1.0 = One per Employed Resident)			0.73

Note that the table does not include any of the retail sites, including downtown; therefore retail/personal service jobs are generally not included. Some mixed-use or other employment-generating activities (such as government) can be compatible with downtown retail, housing, and office uses (e.g., Dry Vac). Employees from these uses help to support downtown retail and service businesses. The industrial lands are assumed to accommodate primarily industries that manufacture or assemble goods for "export" out of the community, bringing in revenues from outside sources that would not otherwise be spent in Rio Vista. Many professional and office jobs support industries or households already in the community and may be located in any industrial, business park, or commercial area. The job categories not represented may add up to an additional 20-25 percent of the total jobs counted in the table.

RIO VISTA BUSINESS PARK

The Rio Vista Business Park will remain a "basic" business park to provide ample affordable office and industrial space for start-up and expanding businesses. Metal buildings, concrete tilt-ups, and pre-fabricated structures on relatively small sites will be considered standard for this site typically sized to service small to medium businesses.

AIRPORT ROAD

Approximately 160 acres of land on both sides of Airport Road between Church Road and the Rio Vista Business Park (former airport) are owned by the City. About half of this area south of Airport Road is available for limited industrial uses, with the remainder north of Airport Road able to accommodate more intensive, general industrial and employment uses. These lands are

currently comprised of large parcels that can accommodate large users. The City needs to undertake site planning and a property mapping process to efficiently allocate areas for both large and small operations. This area should be reserved for employment-intensive businesses, such as manufacturing, office, research and development, and business support services. Because of the proximity of the south parcels to existing and proposed residential uses across Harris Road, more limited industrial/office uses and low-noise/traffic uses should be located adjacent to residential development.

Placing streets, landscape buffers, and pathways between residential and employment uses will both minimize conflicts with residential neighborhoods and protect the viability of the businesses that locate there. Particularly in the areas adjacent to Harris Road, industrial buildings should be designed to place building frontages closest to the street, with storage and parking behind the buildings.

RIO VISTA MUNICIPAL AIRPORT

Airport-related industrial, service, and retail businesses are encouraged, along with other employment-generating uses that are compatible with an airport environment. The City recently completed an infrastructure and building project that constructed a 3,600-sq.-ft. hangar/commercial building and a 6,000-sq.-ft. office/retail building. Approximately 50,000 sq. ft. of building site capacity exist in a 12-acre business park adjacent to Airport Road, on the southwest portion of the airport; and additional sites for hangars and industrial/service businesses are available on the east side of the airport.

GIBBS RANCH

Airport land use compatibility is critical for this area (*refer to discussion in the Land Use element*), with high design standards. Development of this area must be employment-intensive, with similar uses as those envisioned for the City-owned parcels south of Airport Road. Warehousing, storage, and other land-intensive but low-employment uses should be limited or avoided.

BRANN RANCH/CANRIGHT ROAD

The potential for commercial and industrial development exists for lands on Canright Road. The location and size of such development have not yet been determined. Some land has been set aside for open space, residential, and commercial. Airport land use compatibility is critical (*refer to discussion in the Land Use element*).

HIGHWAY 12 / SUMMERSET DRIVE

The existing business use in this location is expected to continue to operate. To protect its viability, newer residential developments adjacent have and should continue to provide buffering in order to accommodate existing business.

WATERFRONT DEVELOPMENT

The *Rio Vista Waterfront Plan* (David Evans & Associates et al., 1999) addresses the public access and development potential of the downtown waterfront. The downtown waterfront includes

the Sacramento River edge from City Hall to the Helen Madere Bridge, and an area on both sides of Front Street, north of Logan Street—long designated as a Study District on the City's current Zoning Map. The enthusiastic participation of the community shaped the contents of the *Rio Vista Waterfront Plan*. The public process included participatory public workshops; and meetings between the city staff and Study District landowners. The primary goals of the plan address public access to the waterfront and stabilization of the Sacramento River edge. The process also examined the development potential of the lands in the Study District and the relationship of the Study District to public access along the Sacramento River.

The Study District represents a unique downtown development opportunity. The proximity of the site to historic downtown, and over 2,200 lineal feet of river frontage on the Sacramento River, are central to the recommendations of the *Rio Vista Waterfront Plan* (David Evans & Associates, 1999). Highway 12 provides immediate access to the Study District and downtown. Regional activity centers, housing and commercial development, additional parking, boating access, pedestrian-friendly streets, and a pedestrian/bicycle trail along the waterfront all contribute to the vitality of downtown Rio Vista.

The Waterfront Plan, although not a land use or economic development plan, demonstrated the capability of the Study District to accommodate both public access and a significant amount of commercial, employment, housing and institutional development. A major specific plan effort needs to be undertaken to establish land uses and design guidelines for private development, public facility and infrastructure needs, funding sources, and a development plan for the waterfront.

FORMER ARMY RESERVE BASE

The former Army Reserve Base also has potential for a scientific research/interpretive center for the Sacramento Delta. A consortium of state and federal agencies are interested in establishing a research/public education facility on the lower terrace portion of the site (about 20 percent of the site area). This will provide the opportunity for joint use facilities (for example, a recreation/community center, combined with a Delta interpretive center and conference facility and joint recreational/agency boat launch facilities). The science center would provide up to 200 jobs and may provide significant portions of the financing for the community recreation facilities envisioned on the larger portions of the site. In addition to the jobs, a science center would generate tourism interest and bring people from many diverse locations and backgrounds to Rio Vista. An economic analysis of the proposal currently is being conducted.

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

COMMUNITY-WIDE ECONOMIC DEVELOPMENT

GOAL 7.1: TO PROMOTE AN EXPANDING AND INCREASINGLY DIVERSIFIED LOCAL ECONOMY THAT WILL MEET THE EMPLOYMENT NEEDS OF LOCAL RESIDENTS AND STRENGTHEN THE LOCAL TAX BASE.

Policy	Implementing Action
7.1.A The City shall make every effort to attract new job-producing businesses that will maximize economic benefits to existing residents and businesses, and attract other businesses to Rio Vista.	ED-1 <i>Economic Development Program</i> ED-2 <i>Economic Development Strategic Plan</i> ED-3 <i>Business Assistance Programs</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i>
7.1.B The City shall concentrate its business assistance efforts on the most productive, cost-effective, and compatible industrial sectors: ▪ Those most likely to be attracted to a community with Rio Vista's attributes; ▪ Sectors that will produce the most basic manufacturing jobs and related service needs; and ▪ Sectors that are environmentally and otherwise compatible with the community.	ED-1 <i>Economic Development Program</i> ED-2 <i>Economic Development Strategic Plan</i> ED-3 <i>Business Assistance Programs</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i>
7.1.C The City shall investigate and use all feasible means of providing economic and other incentives to new businesses and business retention/expansions.	ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i> ED-6 <i>Ordinance and Regulation Review</i>

JOBS / HOUSING

GOAL 7.2: TO ACHIEVE A JOBS / HOUSING BALANCE WITHIN THE CITY.

Policy		Implementing Action	
7.2.A	The City shall strive to achieve a long-term jobs/housing balance of at least 1.0 and work toward a goal of one job for every employed Rio Vista resident. The City will attempt to maintain these ratios at or above their current levels.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-3	<i>Business Assistance Programs</i>
7.2.B	The City shall designate sufficient industrial land to meet the projected employment needs of the City.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
7.2.C	The City shall work with Solano County and nearby municipalities to provide for one job within a 30-minute commute distance for all employed residents.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-3	<i>Business Assistance Programs</i>

GOAL 7.3: TO ATTRACT AND RETAIN BUSINESSES THAT PROVIDE BASIC OR PRIMARY GOODS AND ARE COMPATIBLE WITH THE COMMUNITY.

Policy		Implementing Action	
7.3.A	The City shall continue efforts to attract and retain businesses that are compatible with public service constraints and do not create significant environmental concerns or nuisances, such as noise or dust.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>

COMMERCIAL / OFFICE / RETAIL

DOWNTOWN

GOAL 7.4: TO ENSURE THAT THE HISTORIC DOWNTOWN REMAINS THE PRIMARY CENTER OF COMMERCIAL AND CIVIC ACTIVITIES IN THE COMMUNITY; TO PRESERVE AND STRENGTHEN ITS ECONOMIC VIABILITY.

Policy	Implementing Action
7.4.A Where only one service center or function serves the community, such as the library, City Hall, or post office, that facility shall be located downtown.	ED-2 <i>Economic Development Strategic Plan</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i>
7.4.B Cultural, civic, entertainment, specialty retail uses and supporting uses and activities shall be located in the downtown and adjacent areas. The City shall encourage the establishment of restaurants and other entertainment uses, boutiques, video stores, antique shops, and second-hand shops.	ED-1 <i>Economic Development Program</i> ED-2 <i>Economic Development Strategic Plan</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i> ED-8 <i>Downtown and Waterfront Specific Plan</i>
7.4.C Employment, professional office and medical uses, and housing shall be encouraged in the historic downtown. Design, access, parking and building scale shall be made compatible with the existing character and functions of the surrounding area.	ED-1 <i>Economic Development Program</i> ED-2 <i>Economic Development Strategic Plan</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i> ED-8 <i>Downtown and Waterfront Specific Plan</i>
7.4.D The City shall limit highway commercial and other uses not compatible with the historic character of the downtown.	ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i>

Policy		Implementing Action	
7.4.E	The City shall encourage additional mixed uses in the downtown.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-4	<i>Rio Vista Redevelopment Plan</i>
		ED-5	<i>Economic Development Assistance</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-8	<i>Downtown and Waterfront Specific Plan</i>

HIGHWAY 12 / CHURCH ROAD

GOAL 7.5: TO PROVIDE A HIGH-INTENSITY MIX OF COMMERCIAL, SERVICE, AND INSTITUTIONAL USES THAT ARE COMPLEMENTARY TO OTHER COMMERCIAL DISTRICTS AND SITES, INTENDED TO ACCOMMODATE COMMUNITY- AND REGIONAL-SERVING COMMERCIAL NEEDS, SUPPORT DESIGNATED TRANSIT FACILITIES AND STOPS, AND ENCOURAGE NON-AUTO CONVENIENCE AND LOCAL TRIPS FOR THE DAILY NEEDS OF RESIDENTS IN THE SURROUNDING NEIGHBORHOODS.

Policy		Implementing Action	
7.5.A	New retail shall provide goods and services not currently available or for which an unmet demand clearly exists; new retail shall be sized in proportion to market demand. New retail at Highway 12/Church Road shall not replicate the retail niches outlined for other areas.	ED-7	<i>Development Review</i>
		ED-9	<i>Retail Market Analysis</i>
7.5.B	Development of any new shopping center shall be phased appropriately with new housing construction and shall be supported by new household expenditures.	ED-7	<i>Development Review</i>
		ED-9	<i>Retail Market Analysis</i>

Policy		Implementing Action	
7.5.C	The City shall ensure adequate visibility and vehicular access at Highway 12/Church Road. Highway commercial uses, while allowed, shall not dominate the Church Street frontage and shall account for a small portion of the total land area.	ED-7	<i>Development Review</i>
		ED-10	<i>Design Standards and Guidelines</i>
7.5.D	The City shall encourage complementary and supporting uses, including neighborhood- and local-serving businesses, employment uses (office and related), personal and business services, public, medical, and institutional uses.	ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-10	<i>Design Standards and Guidelines</i>

BRANN RANCH / CANRIGHT ROAD

GOAL 7.6: TO ESTABLISH A NEIGHBORHOOD SERVICES AREA THAT SERVES NEARBY RESIDENTIAL NEIGHBORHOODS AND ALSO MAY PROVIDE SMALL-SCALE EMPLOYMENT OPPORTUNITIES.

Policy		Implementing Action	
7.6.A	The City shall encourage the development of small-scale neighborhood commercial, services, "flex" space, office, and retail uses. The scale and character of such uses shall be compatible with the Airport restrictive districts and neighboring residential uses.	ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-10	<i>Design Standards and Guidelines</i>

HIGHWAY COMMERCIAL

HIGHWAY 12 (DROUIN DRIVE TO THE RIO VISTA BRIDGE)

GOAL 7.7: TO PROVIDE FOR THE NEEDS OF THE TRAVELING PUBLIC, AS WELL AS RIO VISTA RESIDENTS, FOR GOODS AND SERVICES WHERE VISIBILITY AND VEHICULAR ACCESS ARE NECESSARY, WHILE MAINTAINING PEDESTRIAN ACCESS AND THE UNIQUE CHARACTER OF RIO VISTA.

Policy		Implementing Action	
7.7.A	The City shall ensure that auto-oriented commercial uses that front on arterial streets present a high-quality design and are adequately screened from adjacent uses. The City shall require connections, cross-reciprocal easements for parking, and access to/from adjacent commercial sites. Drive-through windows and curb cuts shall be limited to minimize circulation and access impediments.	ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-10	<i>Design Standards and Guidelines</i>
7.7.B	The City shall facilitate relocation of the auto and farm implement dealerships to better visibility on larger sites.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-4	<i>Rio Vista Redevelopment Program</i>
		ED-5	<i>Economic Development Assistance</i>
		ED-10	<i>Downtown and Waterfront Specific Plan</i>
7.7.C	The City shall target this area for auto sales sites and other major highway commercial uses rather than at the Church Road intersection.	ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>

SERVICE COMMERCIAL / INDUSTRIAL

GOAL 7.8: TO PROVIDE A RANGE OF SERVICES WITHIN AND ADJACENT TO INDUSTRIAL LANDS THAT WILL SERVE BUSINESS AND EMPLOYEE NEEDS AND REDUCE AUTO TRAFFIC.

Policy		Implementing Action	
7.8.A	The City shall ensure that adequate lands are available for service commercial activities required by businesses and individuals.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
7.8.B	The City shall encourage service commercial uses in the districts specifically designated for these uses, as well as in the Business Park (former airport site). These uses shall be limited to only those necessary to serve nearby businesses in the Airport Road industrial areas.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>

RIVER ROAD / ST. FRANCIS ROAD

GOAL 7.9: TO MAXIMIZE USE OF RIVER ROAD FOR JOB-GENERATING USES AND BUSINESS SERVICES.

Policy		Implementing Action	
7.9.A	The City shall continue to encourage the location of service, industrial, and manufacturing sites in this area.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>

Policy	Implementing Action
7.9.B The City shall improve the area's attractiveness to businesses contemplating locating in Rio Vista by the following actions: ▪ Upgrading the west side of River Road to the extent feasible with sidewalks and frontage improvements. ▪ Avoiding "piece-meal" improvements to River Road as development occurs. ▪ Emphasizing landscaping and appearance upgrades. ▪ Requiring some river view points, connections to downtown, and pathways as part of the site improvements.	ED-2 <i>Economic Development Strategic Plan</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i> ED-11 <i>Assessment Districts</i> ED-12 <i>Capital Improvement Program</i>
7.9.C The City shall encourage more intensive development and redevelopment of this area.	ED-2 <i>Economic Development Strategic Plan</i> ED-4 <i>Rio Vista Redevelopment Plan</i> ED-5 <i>Economic Development Assistance</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i> ED-11 <i>Assessment Districts</i> ED-12 <i>Capital Improvement Program</i>
7.9.D This area shall be developed in a similar character and intensity as the Rio Vista Business Park (former airport).	ED-2 <i>Economic Development Strategic Plan</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i>
7.9.E River Road shall continue to be a primary truck route, providing access to all industrial districts.	ED-16 <i>Proposed Truck Routes</i> ED-6 <i>Ordinance and Regulation Review</i> ED-7 <i>Development Review</i>

INDUSTRIAL

RIO VISTA BUSINESS PARK

GOAL 7.10: TO PROVIDE AMPLE AFFORDABLE OFFICE AND INDUSTRIAL SPACE FOR START-UP AND EXPANDING BUSINESSES.

Policy		Implementing Action	
7.10.A	The City shall continue to promote construction of new commercial structures sized for small to medium businesses.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
7.10.B	The City shall continue to allow auto maintenance; service uses; and light industrial, warehouse, and manufacturing uses.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
7.10.C	The City shall seek to make the Business Park more attractive to new businesses by upgrading the design of new buildings, providing needed infrastructure, and emphasizing additional landscaping and other improvements.	ED-4	<i>Rio Vista Redevelopment Plan</i>
		ED-5	<i>Economic Development Assistance</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-11	<i>Assessment Districts</i>

AIRPORT ROAD

GOAL 7.11: TO ACHIEVE A SOLID PRIMARY WAGE-EARNER JOB BASE.

Policy		Implementing Action	
7.11.A	The standard to be achieved is 10 employees per acre or 1 employee per 1,000 square feet of building area.	ED-1	<i>Economic Development Program</i>
		ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-13	<i>Contract Consistency Review</i>

Policy	Implementing Action
7.11.B The City shall encourage business service, manufacturing, office, and research.	ED-2 Economic Development Strategic Plan
	ED-5 Economic Development Assistance
	ED-7 Development Review
	ED-12 Capital Improvement Program
	ED-13 Contract Consistency Review
	ED-14 Airport Master Plan
7.11.C Warehouse uses shall be minimized.	ED-2 Economic Development Strategic Plan
	ED-5 Economic Development Assistance
	ED-7 Development Review
	ED-12 Capital Improvement Program
	ED-13 Contract Consistency Review
	ED-14 Airport Master Plan
7.11.D The City shall encourage a mix of industrial, commercial, technical, and service uses that generate employment and serve the employees.	ED-2 Economic Development Strategic Plan
	ED-5 Economic Development Assistance
	ED-7 Development Review
	ED-12 Capital Improvement Program
	ED-13 Contract Consistency Review
	ED-14 Airport Master Plan
7.11.E The quality of development shall be set to a higher standard than at the Business Park (former airport).	ED-10 Design Standards and Guidelines
7.11.F The most intensive development shall occur north of Airport Road.	ED-2 Economic Development Strategic Plan
	ED-5 Economic Development Assistance
	ED-7 Development Review
	ED-12 Capital Improvement Program
	ED-13 Contract Consistency Review
	ED-14 Airport Master Plan

GOAL 7.12: TO PROVIDE FOR APPROPRIATE COMMERCIAL AND INDUSTRIAL DEVELOPMENT AT THE RIO VISTA AIRPORT.

Policy		Implementing Action	
7.12.A	Spaces shall be developed with airport-related services and other uses compatible with both runway and vehicular access.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-5	<i>Economic Development Assistance</i>
		ED-7	<i>Development Review</i>
		ED-12	<i>Capital Improvement Program</i>
		ED-13	<i>Contract Consistency Review</i>
		ED-14	<i>Airport Master Plan</i>

GOAL 7.13: TO PROVIDE THE INFRASTRUCTURE NEEDED TO ATTRACT NEW BUSINESSES.

Policy		Implementing Action	
7.13.A	The City shall seek to provide adequate infrastructure to all business parks and commercial districts.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-4	<i>Rio Vista Redevelopment Plan</i>
		ED-5	<i>Economic Development Assistance</i>
		ED-12	<i>Capital Improvement Program</i>

GOAL 7.14: TO ENSURE THAT ADEQUATE TECHNOLOGY AND TELECOMMUNICATIONS FACILITIES AND ACCESS ARE PROVIDED TO RIO VISTA BUSINESSES, GOVERNMENT, AND SCHOOLS.

Policy		Implementing Action	
7.14.A	The City shall include technology and telecommunications in the Economic Development Strategic Plan.	ED-2	<i>Economic Development Strategic Plan</i>
7.14.B	The City shall encourage service providers to provide high-speed internet and telecommunications capability and keep their facilities up-to-date.	ED-2	<i>Economic Development Strategic Plan</i>
		ED-6	<i>Ordinance and Regulation Review</i>
		ED-7	<i>Development Review</i>
		ED-10	<i>Design Standards and Guidelines</i>
		ED-11	<i>Assessment Districts</i>
		ED-13	<i>Contract Consistency Review</i>

Policy	Implementing Action
7.14.C The City shall identify the range of business needs and, to the extent possible or allowed under Federal and State regulations, require that those needs be met as a condition of franchise agreements and other entitlements.	ED-6 <i>Ordinance and Regulation Review</i> ED-15 <i>Franchise Ordinance</i>
7.14.D The City shall determine sufficient standards for new development (both residential and nonresidential) to ensure that facilities are installed during the development process.	ED-7 <i>Development Review</i> ED-10 <i>Design Standards and Guidelines</i>
7.14.E The City shall encourage telecommuting and home business use of the Internet as a means of supporting business start-ups and reducing regional traffic congestion.	ED-6 <i>Ordinance and Regulation Review</i>

G. Implementing Actions for Economic Development (ED)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Economic Development element.

ED-1 ECONOMIC DEVELOPMENT PROGRAM *(Existing)*

The City of Rio Vista has and will continue to maintain an ongoing Economic Development Program, including at least one full-time staff person or equivalent in the Community Development Department, which has the responsibility for administering all related activities.

ED-2 ECONOMIC DEVELOPMENT STRATEGIC PLAN *(Proposed)*

The City will undertake a Strategic Plan for Economic Development. The plan will:

- Include policies, strategies, and priorities for business attraction, community promotion, and marketing; and appropriate, compatible, and cost-effective business sectors on which to concentrate marketing efforts and resources.
- Identify resources needed.
- Analyze the strengths, weaknesses, and opportunities of the community for attracting business.
- Specific issues and potential attraction strategies to be evaluated in the Strategic Plan include: agribusiness and related sectors and services; technology and information; research and development; "back office" functions for various industries (accounting, billing, sales, and support services); medical and professional services; environmental products and services; and traditional manufacturing sectors. The plan will evaluate and identify business attraction strengths, such as quality of life and location in the Delta; business weaknesses, such as isolation from interstate highways, infrastructure needs, and workforce; and review the lands currently designated for commercial and industrial activities to ensure that sufficient land capacity exists to accommodate potential opportunities. The Plan will recommend a marketing and development strategy that will prioritize business sectors for attraction and retention efforts, and will identify crucial steps to provide infrastructure and correct deficiencies.

ED-3 BUSINESS ASSISTANCE PROGRAMS *(Existing)*

The Solano Economic Development Corporation (SEDCORP) is a non-profit organization that is devoted to promoting business development and expansion in Solano County. SEDCORP assists municipalities and business entities by providing a marketing and educational forum and a clearinghouse for business location inquiries about Solano County. Other useful

organizations and programs include the State Trade and Commerce Agency, and the Department of Housing and Community Development.

ED-4 RIO VISTA REDEVELOPMENT PLAN *(Existing)*

The *Rio Vista Redevelopment Plan* was adopted to eliminate blight in the older sections of the City through revitalization of the historic downtown and redevelopment of the former airport site (Rio Vista Business Park), the waterfront, and other affected areas. This revitalization is expected to increase employment opportunities, increase the tax base, and create an economic environment that would encourage new private development and investment.

The Redevelopment Plan contains specific City goals and objectives. The City will use its redevelopment authority to establish additional redevelopment areas, in order to improve appearance, upgrade infrastructure, and screen “unsightly but necessary” uses from view.

Redevelopment of the targeted areas will include relocating housing in instances where land use incompatibility cannot be resolved. Rehabilitation of housing and implementation of other housing assistance programs, using the Low/Mod Housing Set-Aside Fund, also will occur. The Housing element contains a detailed description of the City’s housing programs and policies for affordable housing, including those funded or administered through the Redevelopment Agency.

ED-5 ECONOMIC DEVELOPMENT ASSISTANCE *(Proposed)*

The City will use industrial development bonds (IDBs), business assistance loans, revenue bonds, grants from state and federal funds, and various other forms of business assistance and financial incentives to attract and retain business. IDBs and revenue bonds are used to reduce interest rates on loans for capital and development purposes by conveying tax-exempt status through the City’s participation. These financing tools are repaid by the business. Additional financial incentives may include reduced land costs by City participation, using redevelopment or grant funds to cover portions of capital or development costs; sales or property tax rebates; and other incentives. The City may use some or all of these at various times if deemed appropriate.

The City will continue to apply for and use economic development grants for infrastructure, business assistance loans, and other eligible purposes.

ED-6 ORDINANCE AND REGULATION REVIEW *(Proposed)*

The City will review and update ordinances and related regulations to bring them into consistency with the General Plan, including the policies of this element. The review also will include identifying opportunities to streamline the process for beneficial industries or businesses while ensuring compatibility with adjacent land uses and environmental quality.

ED-7 **DEVELOPMENT REVIEW**
(Existing)

The City will continue to implement its development review process in accordance with the statutory requirements contained in such documents as the Zoning Ordinance, Sign Ordinance, Subdivision Ordinance and the Subdivision Map Act, specific plans and their design guidelines, the California Environmental Quality Act, the Permit Streamlining Act, and other statutes. The process will promote flexibility and innovation in accommodating commercial, service, and industrial activities and development proposals.

The City will include potential socioeconomic and fiscal impacts, such as those associated with premature commercial development, in the consideration and analysis of new retail commercial proposals. Impacts may include potential lost community services, jobs, and City revenues from existing businesses that may not survive after the new operation begins.

ED-8 **DOWNTOWN AND WATERFRONT SPECIFIC PLAN**
(Proposed)

The City will undertake a major planning effort, not only for the Waterfront Study District but also for much of the rest of the historic downtown and surrounding neighborhoods. The result will be a specific plan that will establish land uses and design guidelines for private development, public facility and infrastructure needs, and funding sources, as well as a Capital Improvement Program for the entire downtown.

ED-9 **RETAIL MARKET ANALYSIS**
(Proposed)

If it is unclear whether a proposed retail project is in keeping with the overall goals of the General Plan, the City will require supplemental and project-specific retail market analysis for projects larger than 10,000 square feet.

ED-10 **DESIGN STANDARDS AND GUIDELINES**
(Proposed)

The City will establish design standards and guidelines (in addition to those included in this General Plan) for future development, screening, landscaping, and existing uses. The City will develop specific standards for commercial and industrial categories or districts with particular needs or conditions, such as the downtown.

ED-11 **ASSESSMENT DISTRICTS**
(Proposed)

The City will use assessment districts for streets, frontage improvements, landscaping, and other infrastructure. Assessment districts can be used to improve an area and spread the cost over several or many properties, thus alleviating the burden from only one or a few. The facilities are financed through bonds, which then are assessed to all properties in the district benefiting from the improvements. This mechanism also can be used for ongoing maintenance, such as for street lights and landscaping.

ED-12 CAPITAL IMPROVEMENT PROGRAM
(Proposed)

The City will develop a 5-year Capital Improvement Program (CIP), which will prioritize and schedule infrastructure improvements over a 5-year period. This program will provide certainty and a time-frame for needed infrastructure from all funding sources, including development fees, bond funds, redevelopment grants, and assessment districts.

ED-13 CONTRACT CONSISTENCY REVIEW
(Proposed)

The intended use, purpose, or activity; term; conditions; and language of any lease, sale, agreement, or contract for City land or buildings must be consistent with the General Plan and other City policies, ordinances, and regulations. The Community Development Department will review all such contracts for consistency prior to approval.

ED-14 AIRPORT MASTER PLAN UPDATE
(Existing)

The City will continue to implement and update the Airport Master Plan, as needed. The airport is both an economic development benefit, as a capital facility that many communities lack and a location for businesses needing or desiring to be near the airport facilities. A 12-acre business park and locations for commercial and industrial businesses (fixed base operators) are included on airport grounds. The Master Plan provides for these businesses and their necessary support facilities.

ED-15 FRANCHISE ORDINANCE
(Proposed)

The City will establish a franchise ordinance and review its regulations to ensure that the maximum control and leverage can be exercised over telecommunications services, both in the manner and means of service provision and in granting easements on City property and rights-of-way. This review will overlap into development standards and regulations, such as the Subdivision Ordinance.

ED-16 PROPOSED TRUCK ROUTE
(Proposed)

The City will establish a truck route as shown in the Circulation & Mobility element of the proposed General Plan.

Chapter 8

Circulation & Mobility

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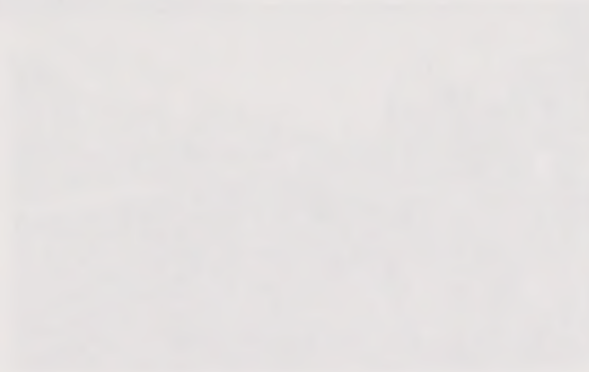
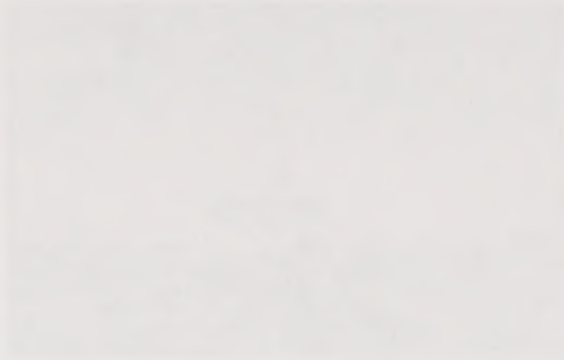
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A. Introduction

The Commission of Mobility (COM) is committed to the development of streets that provide through and around the community. The primary focus is on the community's system of roads to provide access to homes and businesses, and to provide a safe, efficient, and comfortable environment for all users. The primary goal is to provide a safe, efficient, and comfortable environment for all users. The primary goal is to provide a safe, efficient, and comfortable environment for all users.

Streets are an important part of the community. They provide a means of access to homes and businesses, and they provide a safe, efficient, and comfortable environment for all users.

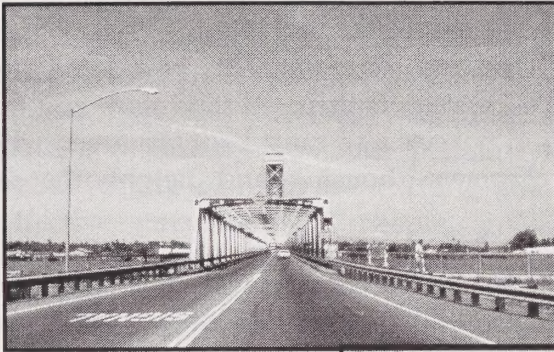
- 1. Provide a safe, efficient, and comfortable environment for all users.
- 2. Provide a safe, efficient, and comfortable environment for all users.
- 3. Provide a safe, efficient, and comfortable environment for all users.
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- 5. Provide a safe, efficient, and comfortable environment for all users.
- 6. Provide a safe, efficient, and comfortable environment for all users.

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Chapter 8 Circulation & Mobility



A. Introduction

The Circulation & Mobility element is concerned with the movement of people and goods through and around the community. The element focuses on the community's system of regional or cross-town streets (arterials and collectors), local access or neighborhood streets, transit, and bicycle and pedestrian routes. The objective is to design the most effective system possible, balancing the community's various mobility needs with the character of the community. These potentially competing needs are expressed in the Rio Vista Principles, adopted through the Town Hall meetings and visioning process.

Mobility can occur in many ways. This element addresses a range of circulation issues that affect mobility, including:

- Vehicular circulation on streets and highways, including private automobiles, public transportation, and commercial vehicles.
- Vehicular parking in its relationship to travel.
- Bicycle circulation for recreation, school, and work.
- Pedestrian circulation.
- Fixed-rail circulation for passengers and goods.
- Air transportation for passengers and goods.

- Water transportation for passengers and goods—both for recreational and non-recreational purposes.

State law recognizes that circulation and land use are closely related and requires that policies contemplated by the Circulation & Mobility, Land Use, and other elements be related and consistent. The policies should demonstrate a balance between anticipated land uses and the transportation facilities that serve them. The circulation policies also must be interwoven with community character and design, economic development, housing and neighborhoods, recreation, air quality, and noise and safety policy issues.

The principal source of information that was used to obtain traffic counts, levels of service, and trip origin/destination patterns is Kolve Engineering's *Highway 12 Major Investment Study and Project Study Report Equivalent* (MIS/PSR), prepared for Solano Transportation Authority in October 2001. This report is available for review at the City of Rio Vista's Community Development Department.

B. Purpose and Authority

California Government Code Section 65302(b) requires that the general plan for a city or county include a circulation element, consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and correlated with the land use element of the plan. The circulation element has been a requirement of State planning law since 1955. The element typically serves as an infrastructure plan for the existing and proposed facilities needed to support the safe and effective circulation of people, goods, energy, water, sewage, storm drainage, and communications.

As described in Government Code Sections 65300.5 and 65302(b), circulation elements must be consistent and correlated with the land use element of the general plan. In fact, the amount, type, and location of land uses proposed in the land use plan drive the need for improvements in the circulation system. Therefore, not only should the two elements be consistent and correlated, the land use element should serve as the principal guide for estimating locally generated travel demand, which in turn helps to determine the need for circulation improvements.

While updating this General Plan, the City of Rio Vista participated with other local agencies in Solano County to develop a process for estimating and allocating future growth. City staff worked with the local jurisdictions and the Solano Transportation Authority (STA) to reach concurrence with the Association of Bay Area Governments (ABAG) on future population growth numbers

The following considerations are factored into the development of a circulation element:

- Social concerns, including how people use the circulation system to travel, who has access to various parts of the system (both physically and economically), and how the circulation system affects the daily schedule of residents' lives.
- Environmental effects, such as the air, noise, and water quality implications of the circulation system, as well as the effects of the system on people's perceptions of their neighborhood and community. Environmental issues such as air quality are discussed more thoroughly in the Resources & Conservation Management element. Noise is addressed in the Safety & Noise element.
- Economic factors involve the relationship between circulation and economic activity, as well as the costs of building and maintaining the system.
- Internal circulation issues that address movement strictly within the City—that is, movement that originates and ends within the City and the Rio Vista planning area.
- External circulation issues that address movement between Rio Vista and adjacent communities, circulation within Solano County, and regional circulation in the Bay Area and Sacramento regions. Also important are the transportation links between Rio Vista and the Sacramento, Oakland, and San Francisco airports; Bay Area Rapid Transit (BART); Amtrak; and interstate highways. These links are not directly relevant to the community's internal circulation system; however, traffic between

regions along State Route 12 (commonly referred to as Highway 12) significantly affects mobility in Rio Vista.

Not all regional or countywide issues are relevant or important to Rio Vista and not all Rio Vista issues are important to other cities in the county. Air transportation, for example, is directly relevant to the City both because a military airport is nearby and a municipal airport is located in the City's northeast corner (adjacent to the Trilogy and Brann Ranch residential areas). The proximity of Travis Air Force Base has greater implications for Fairfield, Suisun City, and Vacaville than for Rio Vista. Yet Rio Vista and Vacaville are the only cities in Solano County with general aviation airports within their jurisdictions.

C. The Rio Vista Principles: Implementing the Community Vision

Transportation facilities, particularly Highway 12, were identified as a significant concern during the community vision (Town Hall) meetings. A major vision statement and supporting principles were articulated for community circulation and mobility issues. The community vision and principles that most directly relate to the Circulation & Mobility element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- ❑ *Community identity should be strengthened with attractive entryways on Highway 12, Main Street, and River Road.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ❑ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*

PRESERVE THE ENVIRONMENTAL RESOURCES THAT DEFINE RIO VISTA

- ❑ *The community should seek to connect the existing town to new developments and the Sacramento River waterfront by an extensive and interconnecting trail system. The natural drainageways, hills, and sensitive vegetation areas should be the basis for designing such a system.*
- ❑ *Adequate public facilities – sewer, water, transportation, public safety, parks, recreation, education, and others – should be in place or assured in a timely fashion before new development projects proceed.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- ❑ *Accessible, easy, and convenient circulation systems for autos, pedestrians, and bicyclists alike should be designed into all new developments.*
- ❑ *Convenient and accessible truck routes for delivery and shipping of goods and services should be provided, while minimizing the impact to residential neighborhoods and sensitive districts.*
- ❑ *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*
- ❑ *Many activities of daily living should occur within walking distance of each other. This design allows independence and safe movement for those who do not drive, especially seniors and young people. Schools should be sized and located to enable children to walk or bicycle to them. Interconnected networks of streets should be designed to encourage walking and reduce the number and length of automobile trips.*

- ❑ *The needs of automobiles and pedestrians should be balanced. It is a fact of modern life that development must adequately accommodate automobiles. However, pedestrian accessibility should not be sacrificed or made less important than automobile accessibility.*
- ❑ *Streets, thoroughfares, and public spaces should be:*
 - *Safe, comfortable, attractive, and interesting to the pedestrian and motorist alike; and*
 - *Free of barriers and designed with multiple connections to various parts of the community.*

D. Setting

PLANNING AREA

The City of Rio Vista is located along the west bank of the Sacramento River in the Delta Region of northern California. Extending west into the Montezuma Hills of Solano County, the planning area covers approximately 11,255 acres. As shown in *Figure 8-1*, Highway 12 bisects the city in an east-west direction, serving as the principal connector between Interstate 80 in Fairfield and Interstate 5 in Stockton.

STREET AND ROADWAY SYSTEM

The street network continues to be the basic element of the circulation system. Streets and highways are classified according to function, described in *Table 8-1*. *Figure 8-1* shows Rio Vista's existing circulation system.

TABLE 8-1
Street Classification System

Freeway

Drivers use freeways primarily for long-distance, high speed trips. Cars can enter a freeway only at an interchange; major streets cross only at underpasses or overpasses. (Examples are Interstate 80, Interstate 680, Interstate 5, and Highway 4.)

Expressway

Drivers typically use expressways for regional trips. Other roads may cross expressways at intersections with traffic signals, or they may have underpasses or overpasses. It is usually not possible to enter an expressway from an adjacent parcel of land. Speed limits range from 45 to 60 mph. (Highway 12 through Suisun City and Fairfield is an example.)

Arterial

Drivers use arterial streets to travel to activity centers, freeways, expressways, and other arterials. Speed limits range from 35 to 45 mph. Driveways connect adjacent land uses directly; collector streets conduct traffic to the arterials. (Highway 12 in Rio Vista is an example.)

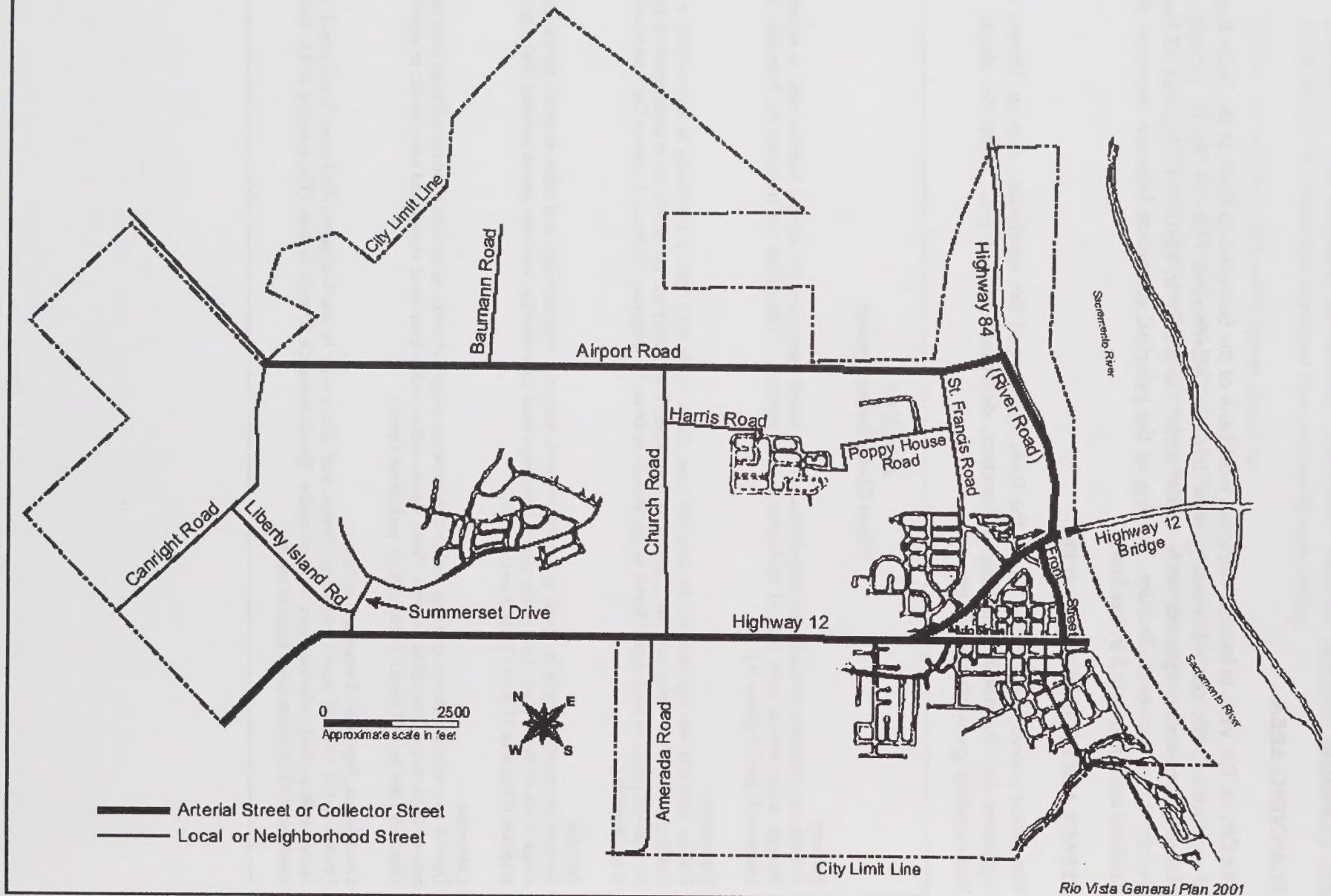
Collectors

Drivers use collector streets to travel within and between neighborhoods, as well as to access adjacent land uses. Speed limits range from 25 to 35 mph. These streets collect traffic from local streets and route traffic to arterials. (Examples are Second Street, Drouin Drive, and Sierra Drive.)

Local Roads, Residential Streets, and Alleys

Drivers travel on local roads, residential streets, and alleys only to reach adjacent land uses. Local streets are designed to protect residents from through-traffic. Speed limits are 25 mph or less. (The majority of Rio Vista's street network includes these types of streets.)

**Figure 8-1
EXISTING CIRCULATION SYSTEM**



Rio Vista General Plan 2001

The California Department of Transportation (Caltrans) controls the design, operation, and maintenance of expressways and highways, including traffic signals, on state routes such as Highway 12. Caltrans currently considers Highway 12 to be a future “expressway.” Expressways are defined as higher speed, regional roadways that allow access at more frequent points than freeways but at greater separations than local streets. All major and minor local streets are under the jurisdiction of the City of Rio Vista (the City). The street classifications are defined in *Table 8-1*. The table also identifies the local components of the City’s circulation system.

FREEWAYS

There are no freeways within the vicinity of Rio Vista. The nearest freeways are Interstate 80 located approximately 30 miles to the northwest and Interstate 5 that is approximately 25 miles to the east.

EXPRESSWAYS

There are no expressways within the Rio Vista planning area. The portion of Highway 12 that runs through Fairfield and Suisun City, approximately 15 miles west of Rio Vista, would be considered the nearest expressway.

ARTERIALS

As the only east-west route that connects Rio Vista with nearby communities, Highway 12 is the primary traffic carrier through Rio Vista. The highway serves many different users, including regional through-trips and movement of goods, inter-city travel, commute traffic, agricultural truck trips, and recreational traffic—both local and regional. Highway 12 serves as a regional circulation route, connecting Rio Vista with the City of Fairfield, the remainder of Solano County, the cities of Lodi and Stockton, and the Bay Area. Highway 12 is a two-lane highway from Lodi to Suisun City. It is developed to a four-lane expressway standard through Suisun City to Interstate 80. Current average daily traffic (ADT) is estimated at 14,000–20,000 trips in Rio Vista and over 35,000 trips in parts of Suisun City and Fairfield.

Because of the potential development that has been approved over the past decade—both north and south of Highway 12—this route serves as a major local arterial and is key to the City’s circulation system. Highway 12 connects the newly developing areas west of Church Road with the downtown historic core area and the waterfront.

Airport Road is the other arterial roadway in the City. This road runs in an east-west direction north and parallel to Highway 12, connected to it by Church Road.

COLLECTOR ROADS

Presently, nine streets in Rio Vista collect traffic from local streets and route traffic to arterials. These collectors are Main Street, River Road (State Route 84), Front Street, Second Street, Drouin Drive, Church Road, Airport Road, St. Francis Drive, and Sierra Drive.

LOCAL ROADS, RESIDENTIAL STREETS, AND ALLEYS

Except for the above arterial and collector roads, all principal streets within Rio Vista are classified as local roads. The City's downtown core has an extensive network of alleys that connect to these local roads (also called residential streets).

RIO VISTA BRIDGE

The Helen Madere Bridge (commonly known as the Rio Vista Bridge) links the Solano County and Sacramento/San Joaquin Counties portions of Highway 12. Traffic engineers consider this bridge a "gateway" to both the County and the Bay Area. As such, the bridge allows inter- and intra-regional traffic, as well as traffic between counties. For example, east Contra Costa County commuters use the bridge as a link to Solano County, while residents of Solano County (including Rio Vista) use the bridge in the opposite direction, commuting to Contra Costa County and the Central Valley. In addition, commuters and commercial truck traffic use the bridge and Highway 12 as a direct link between the Central Valley and the Bay Area.

ROADWAY OPERATIONS

Roadway operations can be described in terms of their level of service (LOS). LOS can be expressed both as a quantitative measure and a qualitative experience. The quantitative description focuses on how long drivers may need to wait to pass through an intersection or the speed at which they can travel on a street. The qualitative measure focuses on how drivers perceive their driving experience. Each LOS is assigned a letter, ranging from A (less than a 5-second wait at intersections and no restrictions on speed along arterials) to F (delays of more than 60 seconds at intersections, and "stop and go" movement on arterials). Complete LOS descriptions are provided in *Table 8-2*.

Traffic engineers use quantitative measures of LOS to help them design or reconstruct a street or intersection. The engineers take into account the volume of traffic and where it is coming from, the size and design of the arterial or intersection, signal timing, distance between cars, how aggressively people drive, and other variables. LOS normally is used to describe peak-hour conditions—the morning or afternoon hour when traffic is heaviest.

The quantitative measure of LOS can be roughly equated with drivers' perceptions of driving conditions. Drivers may experience LOS A through LOS D as "free flowing" to "easily understandable delay." LOS D is the most commonly accepted standard for urban streets. Conditions of LOS E and F typically are considered less acceptable. Perception of traffic conditions often is influenced by expectations. People expect and accept occasional heavy traffic, but not a continuous network of delays—and not throughout the day. Drivers also expect and tolerate more traffic delay in high-activity areas, such as a lively downtown, than they accept on neighborhood streets.

TABLE 8-2

Level of Service Descriptions

Service Level Category	Signalized Intersections Average Length of Wait ^a	Arterial Segments Average Speed ^b
Free flowing (LOS A)	Most vehicles do not have to stop. On the average, each driver waits less than 5 seconds to get through an intersection.	Vehicles can maneuver completely unimpeded and without restrictions on speed caused by other cars and delays at intersections. (7 a.m. on a Sunday.)
Minimal delays (LOS B)	Some vehicles have to stop, although waits are not bothersome. Average wait at intersections is from 5 to 15 seconds.	Drivers feel somewhat restricted within the traffic stream and slightly delayed at intersections. Average speed is about 70 percent of free flow. (10 a.m. on a weekday.)
Acceptable delays (LOS C)	A significant number of vehicles need to stop because of steady, high traffic volume. Still, many cars pass through without stopping. On the average, vehicles need to wait from 15 to 25 seconds to get through an intersection. (Typical conditions during midday.)	Traffic still stable, but drivers may feel restricted in their ability to change lanes. They begin to feel the tension of traffic. Delays at intersections contribute to lower average speed – about 50 percent of free flow. (Noon most weekdays.)
Tolerable delays (LOS D)	Many vehicles need to stop. Drivers are aware of heavier traffic. Some cars may need to wait through more than one red light. The average vehicle wait is from 25 to 40 seconds. (Common afternoon peak hour LOS at most “in-town” intersections.)	High traffic volumes and delays at intersections reduce average travel speeds to 40 percent of free flow. Drivers are aware of the slower pace of traffic. (4 p.m. at most intersections on a weekday.)
Significant Delays (LOS E)	Cars may need to wait through more than one red light. Long queues form, sometimes on several approaches. Average waits are from 40 to 60 seconds. (Apparent at major intersections at peak hour.)	High traffic volume and many signalized intersections with long queues reduce average travel speed to one-third of free flow. (5 – 6 p.m. on a weekday.)
Excessive Delays (LOS F)	Intersection is jammed. Many cars need to wait through more than one red light, or more than 60 seconds. Traffic may back up into “up-stream” intersections. Delay generally caused by obstruction or irregular occurrence (e.g., signal preemption for a train). This condition is often viewed as “gridlock.”	Travel is “stop and go,” one-third or one-fourth of free flow. Delay usually is caused by a “down-stream” obstruction, such as lanes reduced from 2 to 1, a stalled car, or construction activity.

Notes:

^a “Average wait” is a measure of traffic conditions at intersections. It is an estimate of the average delay for all vehicles entering the intersection in a defined period of time, for example, the evening peak hour. It is expressed as a range rather than a single value. Some drivers actually will wait more or less time than indicated by the range.

^b “Average speed” is a measure of traffic conditions on arterial streets. Average speed is based on the total time it takes to travel a certain distance, including the time spent waiting at intersections. It is determined more by traffic volume and conditions at intersections than by the legal speed limit.

Quantitative measures of LOS are useful aids to understanding the community and helping to identify potential problems with street design and impacts of land use. However, LOS ranges are theoretical. When used as a factor in determining land use capacity, they must be tempered by judgment and interpretation. Minor adjustments in signal timing, turning-lane provisions, points of access from adjoining property, and other modifications can improve the actual operation of the intersection. Given all the variables, intersections often work better than the

LOS would predict. In such cases, more detailed evaluation of driving behavior and intersection design are needed.

Korve Engineering used the Solano County Travel Demand Model (also referred to in this element as the STA Traffic Model) in a 2001 study prepared for STA (*Highway 12 Major Investment Study and Project Study Report Equivalent [Highway 12 MIS and PSR Equivalent]*). The study assessed existing roadway conditions, particularly LOS at key intersections and in roadway segments along the Highway 12 corridor, including the portion that extends from the western end of the Rio Vista planning area to the Rio Vista Bridge.

STANDARDS FOR SPECIAL AREAS

Maintaining an LOS D at all intersections is not always appropriate or necessary. People may expect and tolerate varying levels of congestion, depending on the location and time of day. In the downtown area, for example, people expect slower speeds and more traffic. It is perceived as part of the activity and vitality associated with a mixture of uses, greater pedestrian activity, and commercial and related activities. In these areas, “significant delays” (LOS E) may be acceptable. Allowing for heavy traffic in these few locations takes into consideration how people perceive congestion. However, while more traffic may be tolerated, every effort should be made to encourage people to walk once they arrive at these locations.

Highway 12 is another area where special LOS standards are appropriate. Highway 12 is included in STA’s Congestion Management Program (CMP) road system. Under CMP legislation approved in 1990, selected intersections along the designated roadways must be monitored and improved if they become worse than LOS E.

Residential neighborhoods are also areas of concern. Neighborhood traffic problems usually relate to traffic levels perceived to be heavy, speeding, or congested at specific times and locations (e.g., schools), rather than congestion levels measured by LOS only in terms of impediments to travel. These traffic problems and proposals to respond to them are addressed through the neighborhood traffic management policies discussed later in this element.

DAILY TRAFFIC COUNTS

To assess existing traffic levels in Rio Vista, the *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) obtained daily traffic volumes along a section of Highway 12 east of Church Road. Consultants performed weeklong, 24-hour counts along this roadway segment, where weekday traffic peaks in the morning between 7 and 9 a.m. and in the evening between 5 and 7 p.m. As shown in *Table 8-3* below, traffic volumes are approximately 8 percent higher on weekdays than on Saturdays, with a peak-hour increase of approximately 45 percent.

TABLE 8-3

Daily Traffic Count Summary

Section	Weekday		Saturday	
	Daily	Peak Hour	Daily	Peak Hour
Highway 12 east of Church Road	14,000	1,600	13,000	1,100

INTERSECTION LEVELS OF SERVICE

Three key Highway 12 intersections within the City were included in the regional study:

- Summerset Road
- Church Road
- Main Street-Hillside Terrace

Operating conditions at each of the intersections were calculated using the methodology of the Transportation Research Board's (1994) *Highway Capacity Manual*. With this methodology, an intersection LOS was assigned to describe operating conditions. The results of the intersection LOS analysis are shown in *Table 8-4*. Delay is expressed in terms of seconds per vehicle.

TABLE 8-4

Summary of Level of Service Analysis
for Highway 12 Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (seconds per vehicle)	Level of Service	Delay (seconds per vehicle)	Level of Service
Summerset Road	3.4	A	3.5	A
Church Road	0.4	B	0.5	B
Main Street-Hillside Terrace	2.6	C	1.3	C

While through-traffic on Highway 12 passes through the intersection of Main Street-Hillside Terrace and Highway 12 unimpeded, traffic on the minor street approaches (currently functioning at LOS E) experience difficulty crossing the highway or entering mainstream traffic at this location. This condition exists throughout the developed sections of Highway 12 in Rio Vista. During peak periods, vehicles and pedestrians experience difficulty crossing or entering Highway 12 because of the magnitude of prevailing traffic flows.

LEVELS OF SERVICE FOR LINKS AND SEGMENTS

In addition to the LOS calculations for intersections, the *Highway 12 MIS and PSR Equivalent* provided calculations for peak-hour service levels on the following links and segments in Rio Vista:

- Highway 12 west of Summerset Road
- Highway 12 west of Church Road
- Highway 12 through Rio Vista

LOS calculations for these links and segments used volume-to-capacity ratios, based on the following capacity assumptions from the *Highway Capacity Manual* (Transportation Research Board, 1994):

- A two-lane highway west of Summerset Road with 1,400 vehicles per hour per lane.
- An arterial street through Rio Vista and the Rio Vista Bridge with 900 vehicles per hour per lane.

Table 8-5 summarizes the results of the LOS analysis for links under existing conditions. Each study link was found to function at LOS A, except for the segment through Rio Vista. Currently, the existing signalized intersections function as the bottlenecks in the study corridor rather than the links between intersections.

TABLE 8-5		
Summary of Level of Service Analysis for Highway 12 Links		
Link	Existing Level of Service	
	AM Peak Hour	PM Peak Hour
West of Summerset Road	A	A
West of Church Road	A	A
Through Rio Vista	B	C

TRUCK TRAFFIC

Based on the most recent data from Caltrans, truck traffic along the portion of Highway 12 in Rio Vista represents approximately 14 percent of the total vehicle traffic. Although this is more than twice the percentage of truck traffic in the western portion of Highway 12, the figure is misleading. Because there are fewer vehicles traveling in Rio Vista as compared to segments farther west, truck traffic—similar in volume over all segments—becomes a higher percentage of overall traffic volume in the Rio Vista segments.

ACCIDENT DATA

The Traffic Accident Surveillance and Analysis System (TASAS), maintained by Caltrans, collected accident data on Highway 12 for the 5-year period between January 1, 1995 and December 31, 1999. The analysis involved two sections of Highway 12 that include a portion or

all of the highway through Rio Vista. The *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) had delineated these sections because of the distinct geometric characteristics that each possesses. For the first section, a rural two-lane highway segment from Walters Road to Drouin Drive, the observed accident rate was less than the statewide average for similar facilities; however, the second section, which extends from Drouin Drive to the Sacramento River, experienced an accident rate greater than the statewide average.

HIGHWAY 12 SAFETY TASK FORCE

The Highway 12 Safety Task Force (Task Force) was convened in October 1998 to study accident issues in the Highway 12 corridor and recommend solutions. The Task Force has been effective in identifying accident problems and causes while proactively pursuing solutions. This group identified some of the issues discussed later in this element. The Task Force is responsible for the current funding and programming of geometric improvements in an effort to reduce accidents in these areas. In addition to geometric improvements, the Task Force is responsible for the introduction of signage and increased enforcement in the Highway 12 corridor. A summary of their actions is included in their recently published *Highway 12 Safety Corridor Action Plan*.

ACCIDENT-PRONE AREAS

The following are accident-prone areas, as reported in the *Highway 12 MIS and PSR Equivalent*:

- **Summerset Road.** The intersection of Summerset Road and Highway 12 has experienced a relatively high incidence of rear-end collisions. This is the first signalized intersection for a relatively long distance on Highway 12 and lacks an advanced warning flasher.
- **Church Road.** The intersection of Church Road and Highway 12 does not provide left-turn lanes for vehicles attempting to exit Highway 12, and inadequate acceleration and deceleration distances are provided on Highway 12 for right-turning vehicles. This configuration has resulted in a relatively high number of both injury and non-injury accidents.
- **Hillside Terrace.** A large number of broadside and rear-end collisions have happened at this location over the last 5 years. In addition, side-street traffic may experience difficulty accessing or crossing the mainline traffic flow during peak-traffic periods.
- **Rio Vista.** A relatively high number of auto and pedestrian collisions have occurred on Highway 12 through Rio Vista. These accidents likely occur because of the combination of poorly defined areas for pedestrians to cross Highway 12 in Rio Vista and the high speeds and heavy volumes of traffic. Highway 12 often acts as a barrier between the two "halves" of Rio Vista that it bisects, and pedestrian crossings are particularly hazardous. The highway is a high-speed, two-lane roadway that lacks pedestrian access, turn lanes, and road shoulders. The existing commercial uses adjacent to the highway lack traffic or turn-movement controls and, in numerous locations, pedestrian crossings and sidewalks. Sidewalk access for pedestrians with impaired mobility is virtually non-existent.

In recent years, agencies besides Caltrans (in particular, the Highway 12 Safety Task Force) have studied in detail a number of these accident-related problems and suggested solutions. As a result, solutions to some of these problems are now funded. The status of these improvements is included in *Table 8-6*.

TABLE 8-6
Current Status of Recommended Solutions for Accident-Prone Areas

Accident-Prone Area	Recommended Solution	Funding Status
Summerset Road	Install advanced warning flashers	Unknown
Church Road	Install left-turn lanes and acceleration/ deceleration lanes for right turns	Being sought
Hillside Terrace	Install traffic signal	Currently programmed
Rio Vista	Install signalized/lighted crosswalk at Gardiner/Highway 12	Funded

ROADWAY CONDITIONS

Although the street system is functioning adequately from an operational standpoint, some roads are in need of repair. Portions of the older neighborhoods and the downtown, including Main and Front Streets, have been identified as high priorities for repairs. The City has been successful in procuring funds through STA and the Metropolitan Transportation Commission (MTC) for overlays and reconstruction of parts of Main and Front Streets. Funding sources are being sought on an ongoing basis for other streets in deteriorating condition.

As described earlier, Highway 12 is a high-speed, two-lane roadway that lacks pedestrian access, turn lanes, and road shoulders. In addition, the existing commercial uses adjacent to the highway lack landscaping, traffic- or turn-movement controls, pedestrian crossings, and sidewalks in numerous locations. Although the highway is the City's frontage and is near the historic downtown, few linkages exist between the downtown residential and commercial uses and the highway commercial "strip" alongside Highway 12.

The environmental and aesthetic character of the Highway 12 corridor varies in different places throughout the City. From the west, the character is still largely rural passing the city limits, then rural on the south frontage and rural-suburban on the north frontage next to Summerset Road. After Church Road, the highway passes through the hills and drainageway valleys and ravines of the River Walk and Esperson properties. From Drouin Drive to the Rio Vista Bridge, the existing highway commercial district dominates both sides of Highway 12.

TRANSIT SYSTEM

Transit refers not only to buses and rail systems moving large numbers of people over fixed routes but also to carpools and vanpools of commuters traveling daily to a common destination. Recently, new regional transit routes were initiated from the Fairfield-Suisun area. These include buses to BART and Citylink service to Vacaville. Passenger train service is offered by Amtrak, with trains stopping at the Suisun-Fairfield Station.

Rio Vista operates an on-demand bus system sometimes referred to as “dial-a-ride.” A single nine-passenger bus is owned and operated by the City of Rio Vista. The bus responds to individual calls for service and connects Rio Vista residents to Suisun City-Fairfield, Antioch, Lodi-Stockton, the Amtrak station in Suisun City, and the Solano Mall. Dial-a-ride also services other destinations in Fairfield and Vacaville, such as Kaiser and North Bay hospitals and clinics, county services, and other commercial destinations.

RAIL SERVICE

CAPITOL CORRIDOR SERVICE

Amtrak’s Capital Corridor inter-city rail service provides six trains daily for each direction between San Jose and Sacramento, with stops in the East Bay, Solano County (Suisun City), and Davis, and connections to downtown San Francisco and Oakland. Longer route service is available from Suisun City and Davis to Chicago and Seattle. Although the Capitol Corridor service includes two trains at commute hours, the service primarily targets the occasional inter-city traveler, rather than daily commuters. A future station is planned in Fairfield near Travis Air Force Base and south Vacaville. The station in Suisun City (Suisun-Fairfield Station) is adjacent to Highway 12—about 20 miles from Rio Vista—and is the most direct connection for Rio Vista residents.

LIGHT RAIL (BAY AREA RAPID TRANSIT)

For travelers and commuters to choose Amtrak or BART over their own cars, they must be able to access rail stations easily and travel to their destination with minimal wait times. Parking must be readily available for cars and bicycles, and transit bus schedules must be carefully coordinated with improved rail service.

Currently, the most direct connection to BART from Rio Vista is the Bay Point Station in Pittsburgh adjacent to Highway 4. This station is about 25 miles from Rio Vista and requires travel on one of the major Bay Area commuter routes (Highway 4) through Antioch and Pittsburgh. No plans exist for a bus connection from Rio Vista. The BART station in El Cerrito is about 45 miles away and is available through a regional bus connection from Amtrak’s Suisun-Fairfield Station. In the future, it may be possible to use either the dial-a-ride system or a regular fixed-route connection from Rio Vista to the Suisun-Fairfield Station or to the Bay View Station. The Suisun City bus also connects to the Vallejo ferry terminal.

TRANSIT FOR THE MOBILITY-IMPAIRED

A number of people in Solano County cannot use conventional public transportation because of a physical or mental disability. Many of these individuals are elderly, while others use wheelchairs or have other limitations to their mobility. As with transit for Rio Vista residents in general, transit for the mobility-impaired also is limited. The City’s paratransit services offer alternative transportation for some mobility-impaired residents.

People who cannot use conventional, fixed-route transit need specialized services—called “paratransit.” The CAC provides a paratransit service to residents of Rio Vista. Seniors and disabled people of any age who have no other means of transportation may use the service for a small fee. The service operates on weekdays between 8:30 a.m. and 5 p.m. by reservation. Most trips are for medical purposes; and most riders are seniors, persons who cannot drive, or lower income residents.

PRIVATE TRANSPORTATION SERVICES

Some specialized transportation needs can best be met by the private sector. These include shuttle buses that serve limited routes during peak-travel periods and taxi services. Travel corridors between residential areas, downtown, and shopping centers may benefit from shuttle services. Trilogy or other large developments may create such services for their residents as growth occurs. Furthermore, although taxi fares are higher than other forms of transportation, the service fulfills more personalized needs.

BICYCLE NETWORK

Until about 30 years ago, people rode bicycles primarily for recreation and children comprised the greatest percentage of cyclists. With an increased awareness of physical fitness, the relatively low cost of cycling versus motor vehicle travel, and environmental benefits (e.g., reduced air pollution), bicycling has risen in popularity. Adults now represent the majority of all cyclists. Recreational biking, children bicycling to school, bicycle-to-transit trips, and other utilitarian trips are an integral component of the community's travel patterns.

Consequently, bicycle pathways have become a key element of the transportation system. A consistent bicycle network can help to ensure safety, accessibility, and quality of life in the community.

The mild climate and predominately flat topography of the Delta and Solano County are conducive to cycling. Bicycle activity is limited in the City of Rio Vista, however, with the focus primarily on recreation. This is largely due to the lack of a bicycle network—bicycle paths in Rio Vista are limited to a single bicycle lane on Poppy House Road and along Highway 12. Because Rio Vista is bisected by Highway 12, this heavily used roadway acts as a hazardous physical barrier to both pedestrians and bicyclists.

The most commonly used bikeway design standards are contained in the *Caltrans Highway Design Manual*. Table 8-7 shows the three types of bicycle route standards and their functions. STA recently updated its *Solano Countywide Bicycle Plan* (Alta Transportation Consulting, 2000), which designated a Class II bicycle route along Highway 12 through Rio Vista. However, without separated bicycle paths or sufficient shoulder width for dedicated bicycle lanes, cyclists are forced to share the roadway with motor vehicles, which affects both roadway operation and safety.

TABLE 8-7

California Department of Transportation's Bicycle Route Standards

Class I Route

Off-street pathways. These pathways are entirely separated from street traffic (at least several feet from curb) with 4 feet per lane on two-way facilities. If combined with pedestrian use, an additional 2–4 feet in width is necessary. This type of route also may be removed entirely from the street network. Preferred locations are in natural and scenic areas in the major trails and pathways shown in *Figure 8-4* and within the rights-of-way or adjacent to heavily traveled streets.

Class II Route

Striped, separate lane on the street surface. The minimum width is 6 feet from the face of curbs on each side of the street or a 4-foot striped lane on the inside of the parking area, where on-street parking is allowed. (NOTE: Some communities adopt a standard for the striped lane to the outside of the parking area and vary the required lane width.) This typically occurs on a collector or arterial street, where there is greater roadway width and higher vehicular traffic volume. Striping also is appropriate on local streets that provide connections to destinations such as schools, commercial centers, and the waterfront.

Class III Route

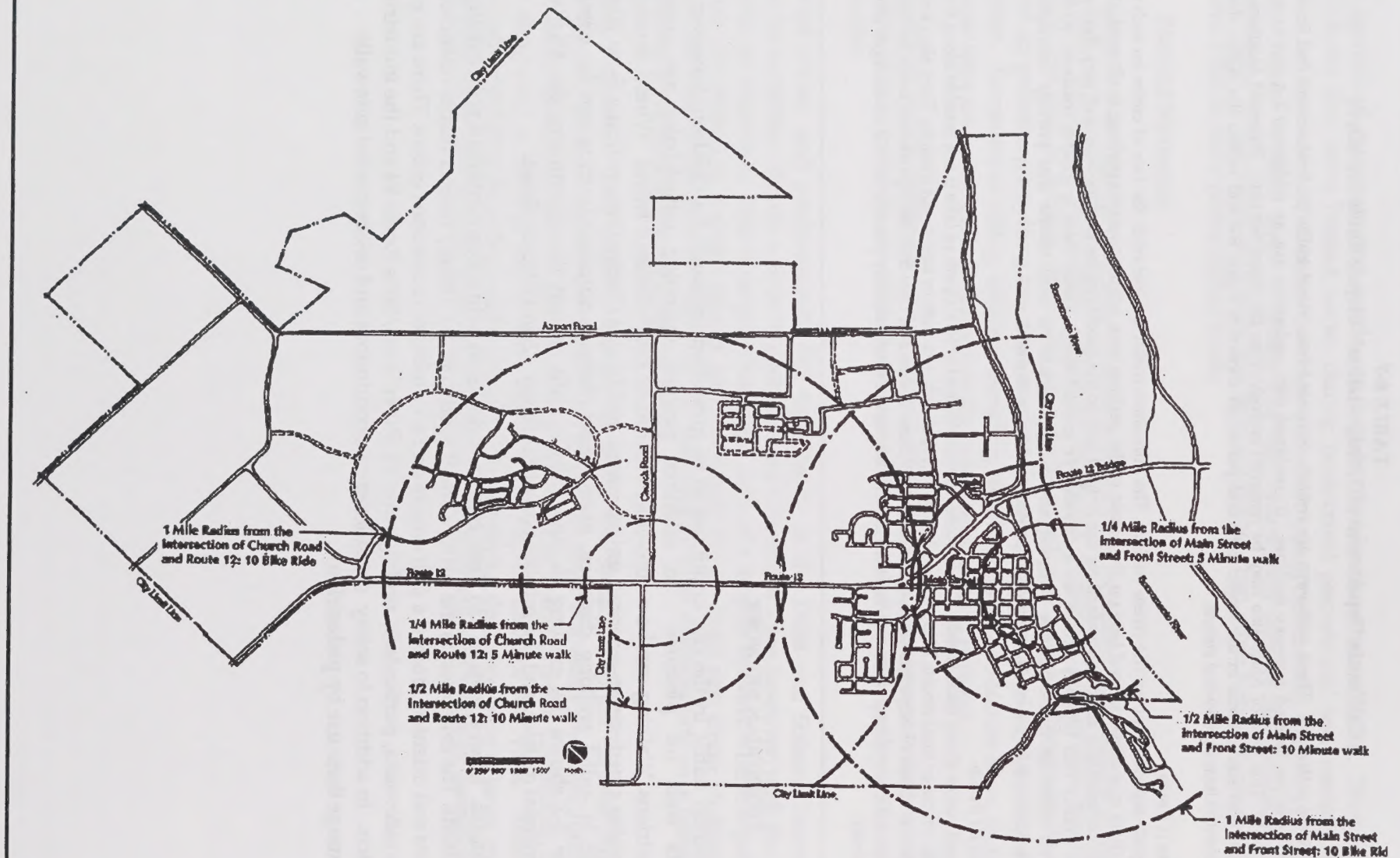
Signed routes along local streets. These routes are established where a path or lane is not feasible along through-traffic routes or local streets likely to be used by bicyclists where a path or lane is not feasible. They alert motorists to the likelihood of bicyclists sharing the roadway. These routes also may indicate a preferred route for bicyclists to use, such as a direct route to a school. Class III routes are established by placing bicycle route signs along the roadway.

PEDESTRIAN NETWORK

Pedestrian traffic in the city continues to be generated primarily by children; however, many adults walk for pleasure. In addition, persons operating wheelchairs are considered pedestrians. Walking can be a convenient means of short-distance travel. Where development maintains a pedestrian-oriented environment and locates destinations within a 5- to 10-minute ($\frac{1}{4}$ - to $\frac{1}{2}$ -mile) walking distance, many short-distance automobile trips can be eliminated. *Figure 8-2* shows the existing $\frac{1}{4}$ - and $\frac{1}{2}$ -mile radii around the downtown, the Highway 12 commercial district, and the intersection of Highway 12 and Church Road.

Sidewalks. Most streets in Rio Vista have sidewalks on both sides, consistent with existing City standards. The exception is the private street system in the Trilogy project that is restricted to seniors and oriented around a golf course and a number of recreation centers. There are gaps in some sidewalks, particularly on Highway 12, River Road/State Route 84 and the industrial districts. In addition to safety considerations, continuous and unobstructed sidewalks encourage their use by pedestrians.

**Figure 8-2
WALKING DISTANCE MAP**



Rio Vista General Plan 2001

E. Outlook

NATIONAL, STATE, AND REGIONAL TRENDS

In the past decade, the State and Solano County have become more involved in transportation improvement projects. Voters have been more willing to approve additional taxes for transportation. Air quality legislation has played an increasingly major role as there is a growing awareness of the significant effect of congestion on the region's environmental, economic, and social well-being.

Traffic, congestion, and related issues (e.g., "urban sprawl") continue to be identified as the Bay Area's most significant problem by respondents to an annual poll conducted by the Bay Area Council. The Sacramento region is experiencing a similar awareness of the problem.

Several significant trends affect the problem:

- **People are driving more.** Vehicle miles of travel—a standard measure of travel demand—and vehicle registrations, have increased much faster than employment or population.
- **Land and housing costs continue to increase.** Increased land and housing costs are forcing new housing development further into outlying areas, which requires people to make longer commute trips. Solano, San Joaquin, south Sacramento, and east Contra Costa Counties continue to host "bedroom communities" where many residents commute for up to 2 hours in each direction—predominantly in single-occupancy autos.
- **The number of employed persons per household has increased.** Households earn more, own more cars, and make more commute trips. As a result, people now tend to run errands, shop, and transport their children at peak hours, rather than during the day.
- **Telecommuting does not represent a large portion of employment.** Telecommuting (in-home business and office work made possible by technological advances), is a growing alternative but has not yet resulted in a significant decline in regional congestion.
- **Facilities are becoming consolidated and outside walking distances.** Increasingly, school, park, retail, and civic opportunities are located in larger "centers" or consolidated facilities that are located further from the typical neighborhood residence and usually outside walking distance (more than ¼- to ½-mile radii).
- **Pedestrian and bicycle access is limited or not part of the design.** Although some multiple uses or functions are located relatively close to one another, often they are separated by major streets, walls, or inhospitable environments (e.g., large parking lots), with no access or connections conducive to walking. Thus, by design, people are discouraged from using anything but an automobile—even for short-distance trips that are within typical walking or biking distances.

CIRCULATION AND MOBILITY CONSIDERATIONS

There is a growing recognition that transportation facilities should be designed to serve all members of the community: children, seniors, the handicapped, and those who depend on automobiles, buses, or other means of transportation for mobility. Mobility is essential to personal, neighborhood, and community growth and opportunity. The following section discusses the central issues and problem-solving approaches for circulation and mobility in Rio Vista and the surrounding region.

REGIONAL TRANSPORTATION PATTERNS

The growth in traffic is a regional problem closely tied to the pattern of land use that has evolved in the Bay Area and Sacramento regions. Since 1970, job growth has been concentrated in the inner Bay Area counties and in Sacramento and Placer Counties in the Sacramento region. Highway 12 in Rio Vista also is affected by traffic from San Joaquin County, particularly the Lodi and Stockton areas. A large percentage of Solano County's residents commute to jobs outside the county. According to the 1990 Census, 43 percent of people living in Rio Vista work outside the community, with 27 percent working outside Solano County, mostly in the Bay Area and the Sacramento region.

The *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) provides a regional look at land uses and transportation patterns. Using the STA Traffic Model, the study indicates that approximately 60 percent of traffic at the Rio Vista Bridge has an origin or destination within Rio Vista. The remaining 40 percent represents traffic traveling through the area on Highway 12; a substantial amount of this percentage is traveling between Rio Vista and the Fairfield-Suisun City area.

TRAFFIC CONGESTION

Resolving traffic congestion issues is a problem that requires the cooperative efforts of many agencies. Land use, community character, and transportation are closely interconnected. These components must be carefully balanced as the city and the region continue to evolve.

Single-passenger autos have strained the regional transportation system to its limits. A greater emphasis must be placed on alternatives, such as ridesharing, bus, rail and water transit, and—particularly for shorter trips for daily activities near home—bicycling and walking.

AIR QUALITY ISSUES

Air pollution is a major regional issue that has been firmly linked to transportation—cars cause more than half of all air pollution in California. In the Bay Area, auto exhaust is responsible for over 80 percent of carbon monoxide; approximately 70 percent of visible particles, which are called particulates; over 50 percent of nitrogen oxide, which causes “brown haze”; and over 40

percent of hydrocarbons. The Resource Conservation & Management element of this General Plan discusses air quality attainment status, impacts, and improvement measures.

Strict emission-control standards have improved auto emissions since the 1960s, but air quality will be worse in the future because people are driving more. The California Clean Air Act was passed in 1988 to address this issue. The Act established strict new air quality standards and gave Regional Air Quality Districts new powers to achieve them. These powers include

developing and carrying out Transportation Control Measures (TCMs). TCMs are aimed at curtailing the use of cars through employer-based trip reduction, land use policies, and special fees tied to vehicle use. The impacts of auto use on air quality will continue to shape regional, state, and federal transportation policies over the next 20 years.

PEDESTRIAN AND BICYCLE ACTIVITY

Safety is the primary concern for Rio Vista residents with regard to travel within the City. A consistent bicycle network with either bicycle lanes or wider curb lanes is needed to increase safe access for bicyclists and pedestrians to work, school, recreation, retail, and other destinations. Such a system will create a more sustainable environment by reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. These considerations have become increasingly important as Rio Vista plans for the significant anticipated growth of this community.

The *Solano Countywide Bicycle Plan* (Alta Transportation Consulting, 2000) recently was adopted to encourage the development of a unified bicycle system throughout Solano County with connections to other regional bicycle and pedestrian systems. This update to its 1995 plan recommends, as one of the primary system links, some Class II shoulder improvements in conjunction with Highway 12 improvements in Rio Vista. The City will integrate the County's bicycle plan with the City's plans for trails and pathways, as described later in this section's discussion of future circulation improvements.

TRANSIT DEMAND AND USAGE

The same land use and design considerations that influence pedestrian and bicycle activity equally affect transit demand and usage. Logical transit routes and potential locations for fixed stops (e.g., Highway 12 and the commercial area at Church Road and Highway 12) must be easily accessible (i.e., within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile radii) to as many people as possible. Both land use mix and density are important to enhancing transit demand and usage. A mix of complementary uses within a short distance of a transit stop enables a rider to accomplish more than one errand or task with one stop (similar to being able to accomplish several purposes with a single vehicle trip). Conversely, single uses force the transit rider to take several rides or trips to different destinations in order to accomplish more than one errand or task, which yields transit inconvenient and a mode of last resort. Density has a similar impact; the higher the residential density or intensity of nonresidential use, the more people and destinations are accessible with a single ride or vehicle trip. To encourage use, transit stops also must be designed to provide easy and direct pedestrian connections within walking distance.

ENVIRONMENTAL DESIGN

Appropriate design that balances auto and pedestrian uses can enhance transportation facilities and make them an asset to the community and neighborhood. Generous landscaping, buffers, and related design features can insulate the community from noise and air pollution caused by transportation. Minimizing noise, traffic, and air pollution and maintaining visual aesthetics should be key objectives in transportation planning. Noise-reduction measures also can be incorporated into the design and construction of new buildings, as described in the Safety & Noise element of this General Plan.

Some communities create special design requirements for streets as a technique to improve the appearance of roads and better integrate them into the community. Major streets that pass

through residential neighborhoods carry traffic in the same way as other streets, but design elements can screen sidewalks and front yards from the sights and sounds of heavy traffic, slow the speed of vehicles, and narrow the streets—either physically or by appearance. Additionally, reduction of the impervious surfaces of streets and sidewalks helps meet current and future storm water quality requirements. These elements include:

- Reducing curb-to-curb pavement widths where performance standards for garage placement, projected traffic, and parking restrictions are used.
- Installing planter strips between streets and sidewalks.
- Screening cars parked at the curb from residences.
- Planting larger trees closer together between curb and sidewalk.

LAND USE AND GROWTH PROJECTIONS

Developing an understanding of future circulation needs begins with establishing land use and population growth assumptions. This section summarizes both the process for developing these assumptions, as well as the subsequent data evaluation. These were the basis for determining the need for improvements and developing the City's proposed circulation system.

EXISTING LAND USE DATA

The existing land uses in Rio Vista are primarily comprised of residential, commercial, and industrial uses. The *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) uses future land use forecasts from ABAG; general planning information from Rio Vista, Suisun City, Fairfield and other Solano County jurisdictions; and the STA traffic model (travel demand model) develop its traffic projections. Table 8-8 provides a summary of existing (2000) and future (2025) land use forecasts within the Rio Vista planning area. For the model, 2025 is the forecast year. The land use assumptions for 2025 in the model are the same as the 2020 population and land use map adopted by this General Plan. The model therefore is consistent with both the Land Use element and the limitations the urban growth boundary (UGB) (adopted as delineated in Figure 3-1 of the Development Constraints & Boundaries element) place on future annexation.

TABLE 8-8
Land Use Summary

Roadway Segment	Residential 2000 (dwelling units)	Residential 2025 (dwelling units)	Change (%)	Commercial 2000 (sq. ft.)	Commercial 2025 (sq. ft.)	Change (%)
North of Highway 12	1,111	8,193	637.4	569,900	4,028,000	606.8
South of Highway 12	564	1,437	154.8	70,500	146,000	107.1

Source: Korve Engineering, 2001.

The City anticipates substantial land use changes in Rio Vista over the next 25 years as shown in Table 8-8 above. In this summary, commercial space includes retail, office, and industrial development. (*Note: Korve's land use figures vary somewhat from those used in the rest of this General Plan due to minor differences in Korve's study area boundaries and the use of slightly less current population and housing data to generate the STA traffic model.*)

MONITORING LAND USE AND TRANSPORTATION – THE STA TRAFFIC MODEL

The location and intensity of development directly affect traffic levels in the surrounding area and the community as a whole. Transportation engineers have developed several mathematical tools to monitor the relationship between land use and the transportation system. One tool is the traffic-forecasting model. The model forecasts traffic volumes and conditions under future land use scenarios. It is based on estimates of how much traffic will be generated by new development, what streets are available for the traffic to use, and the amount of new traffic the street system can accommodate. This evaluation also can be performed during the development review process in order to help determine types and intensities of land use, as well as suitable mitigation measures.

The STA traffic model forecasts traffic countywide and takes into consideration land use projections for every Solano County jurisdiction, as well as surrounding counties and regions. The model generates a picture of future local and through-traffic, which provides an estimate of future demand from outside Rio Vista. This identifies where forces outside the community's control may affect the Rio Vista Bridge and Highway 12.

TRAFFIC FORECASTS FOR 2010 AND 2025

The *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) forecasts circulation needs and identifies the physical improvements and management practices necessary to appropriately serve future travel demand. The study corridor covered the portion of Highway 12 between Interstate 80 and the Rio Vista Bridge, and examined traffic movement west of Summerset Drive, west of Church Road (including the Church Road intersection), and the Highway 12 segment through Rio Vista.

The STA Traffic Model evaluates future traffic levels and forecasts traffic conditions at the same three study intersections and roadway segments shown in *Tables 8-4 and 8-5*. Near-term traffic projections for 2010 assumed a linear growth in traffic from existing levels to those levels projected for 2025.

Except for the portion through downtown Rio Vista, the Highway 12 corridor currently does not experience regular periods of congestion and delay; however, travel demand forecasts predict that traffic will more than double over the next 20 years. The STA bases its conclusions and recommendations primarily on LOS calculations at the key intersections and link and roadway segments for 2010 and 2025.

INTERSECTION LEVELS OF SERVICE FOR 2010 AND 2025

Table 8-9 presents the results of the LOS analysis at the three study intersections. Except for a traffic signal to be installed at the intersection of Highway 12 and Main Street-Hillside Terrace, the analysis assumes no roadway improvements. Results show that the identified near-term

operational movements would result in acceptable operating conditions in 2010. By 2025, however, unacceptable conditions would prevail at the Church Road intersection.

TABLE 8-9

**Summary of Level of Service Analysis
for Highway 12 Intersections
(without Improvements)**

Intersection	Level of Service			
	Existing Conditions		2010 PM Peak	2025 PM Peak
	AM Peak	PM Peak		
Summerset Road	A	A	A	B
Church Road	B	B	C	F
Main Street-Hillside Terrace	C	C	B ^a	B ^a

Notes:

- ^a Based on the assumption that a traffic signal will be installed at the Main Street-Hillside Terrace intersection.

LINK LEVELS OF SERVICE FOR 2010 AND 2025

In addition to the intersection LOS calculations, the STA Traffic Model forecasted traffic volume and LOS analysis for three highway links and segments in Rio Vista. *Table 8-10* presents the results of the LOS analysis at the three study intersections, which assume no roadway improvements. By 2025, unacceptable conditions would prevail on the sections of Highway 12 west of Church Road and through Rio Vista.

TABLE 8-10

**Summary of Level of Service Analysis
for Highway 12 Links and Roadway Segments
(without improvements)**

Link or Roadway Segment	Level of Service			
	Existing Conditions		2010 PM Peak	2025 PM Peak
	AM Peak	PM Peak		
West of Summerset	A	A	A	D
West of Church Road	A	A	B	F
Through Rio Vista	B	C	D	F

Note:

The analysis is based on the assumption that no road improvements will occur.

The Rio Vista Bridge over the Sacramento River is a two-lane, twin-tower drawbridge that raises the bridge deck in order to allow water traffic to pass. Bridge operations periodically create significant delays, stopping traffic for several minutes at a time while water traffic is passing. The bridge is a key facility for Rio Vista residents. The STA Traffic Model shows that 43 percent of current traffic on the bridge originates or ends in Rio Vista (Rio Vista traffic), while about 57 percent is traffic passing through—neither originating or stopping in Rio Vista (through-traffic). The model projects a similar proportion throughout the General Plan buildout; the percentages change only slightly by 2020, to 45 percent Rio Vista traffic and 55 percent through-traffic.

The main concern with the bridge is the limitation of its two-lane capacity. The STA Traffic Model shows the bridge falling to LOS E at peak hours by 2010 (50 percent buildout), although only one segment of Highway 12 is projected to require four lanes at the same time. (The model calculates the delays caused by water traffic by treating the bridge as a city street, with traffic signals rather than the drawbridge delays.) The model estimates the capacity of the Rio Vista Bridge with its existing configuration to be approximately 900 vehicles per hour per direction (approximately 18,000 ADT). Long-term (2025) traffic projections indicate that additional capacity for crossing the Sacramento River may be necessary.

TRAFFIC AND CIRCULATION MANAGEMENT

The need to improve roadway and parking facilities will be carefully balanced with the need to control traffic congestion. Unrestricted expansion of roadways and parking would undermine attempts to promote the use of alternative means of transportation. The long-term economic and social health of Rio Vista depends on favorable traffic conditions, which can be maintained only through a balanced transportation system.

The regional study showed that Transportation Demand Management (TDM) improvements such as carpooling and local shuttle and transit service, would not be sufficient to noticeably improve operating conditions along Highway 12. Safety improvements at Church Road and Summerset Drive and near-term traffic improvements to Highway 12 outside the City would improve conditions in the short term. However, traffic improvements that include widening Highway 12 from Summerset Road to River Road, installing a traffic signal at Church Road, and improving the Rio Vista Bridge likely would be needed in the long-term to serve future traffic volumes.

The City has considered the alternatives from the *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) to develop policies and implementing actions that will improve circulation through the city during the time frame of this General Plan. The map in *Figure 8-3* illustrates the proposed circulation system and reflects the findings of the regional study, in addition to other anticipated needs.

STREET AND ROADWAY SYSTEM NEEDS

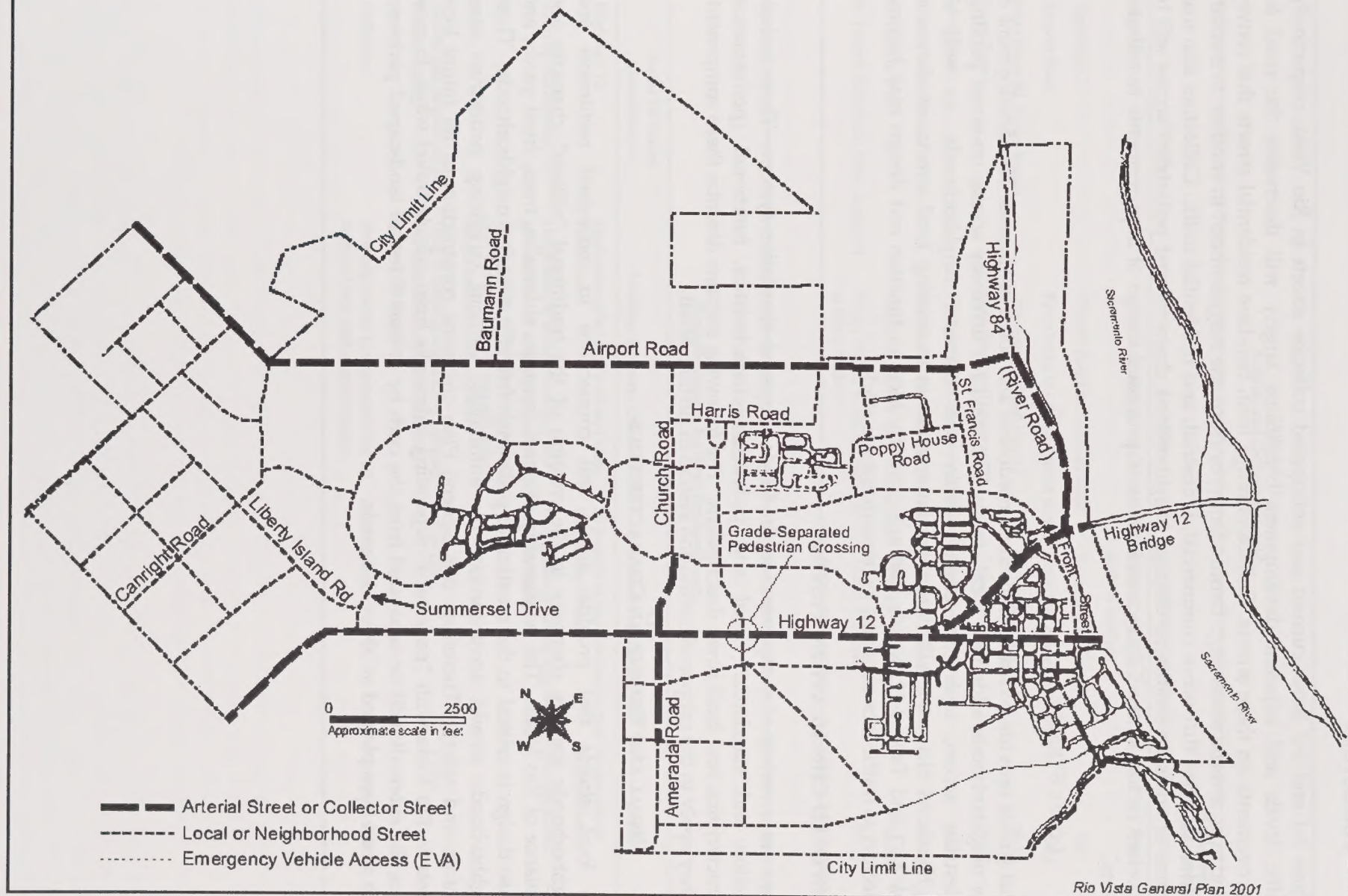
All streets are designed to function as multi-modal facilities that serve local vehicular, pedestrian, and bicycle traffic; provide access to businesses, residences, and other streets and facilities; and carry varying traffic volumes. Rather than applying a single standard for all circumstances, this General Plan uses performance-based improvement standards for the community streets.

The traffic analysis for this element indicates that the roads in Rio Vista require improvements to accommodate the amount of development projected for 2020. However, adding and widening roads is expensive and may diminish certain positive elements of Rio Vista's character. Approaches to balancing major road improvements with other ways of improving circulation include TDM or Transportation Systems Management; more efficient operation of existing roads; providing multiple linkages between new and existing neighborhoods, and within new developments; and improvements to the bicycle and pedestrian circulation systems.

ARTERIALS

Figures 8-1 and 8-3 show the current and anticipated arterial streets in Rio Vista, respectively. Highway 12 is the City's primary arterial. The *Highway 12 MIS and PSR Equivalent* and the STA Traffic Model indicate that Highway 12 will require various levels of improvements over time, including intersection enhancements, traffic signals, safety measures, and eventual widening to four lanes throughout Rio Vista. The Rio Vista Bridge will begin to constrain LOS capabilities regardless of the level of improvement elsewhere. This element discusses both Highway 12 and the bridge in greater detail in other sections. The traffic study indicates that other arterial streets will need various levels of improvement—ranging from selective intersection improvements and signalizations to four-lane, divided segments in some locations. Arterial street improvements also must accommodate transit, pedestrian, and bicycle traffic.

**Figure 8-3
PROPOSED CIRCULATION MAP**



Rio Vista General Plan 2001

COLLECTORS

Figures 8-1 and 8-3 show current and anticipated collector streets in Rio Vista, respectively. Traffic levels and adjacent development conditions largely will determine the need for improvements on these streets. Collectors range from two-lane residential streets that convey traffic to an arterial street (e.g., Drouin Drive) or from one neighborhood to another, to median-divided facilities that serve commercial, industrial, and residential traffic. Collectors also may become arterials as conditions change. Neighborhood character and pedestrian access will be important factors in the City's consideration of proposed design of improvements to collector streets.

LOCAL STREETS

Local streets provide access to individual residences and some businesses. The development of new neighborhoods adds new local streets. The need for driveway access, on-street parking, pedestrian access, and connections within and between neighborhoods, as well as neighborhood character will determine improvements to existing local streets, as shown in Table 8-11 and Table 8-12. Roads that are currently local in function and design may become collectors as traffic increases and improvements are made.

PROPOSED CIRCULATION SYSTEM

There are a variety of components in the City's proposed circulation system. These include function and standards, visual and pedestrian characteristics, functional (performance) characteristics, and local street descriptions. The following sections describe these components as they apply to the proposed circulation system in further detail.

VISUAL AND PEDESTRIAN CHARACTERISTICS

The local streets that provide access and connections to individual residences and neighborhoods are key elements in the creation of the traditional "village" character and ambiance of Rio Vista. The relationship of street frontage, sidewalks, trees, front yards, and house design is critical to the creation of pedestrian-friendly, pleasant neighborhoods. These neighborhoods should accommodate the automobile without sacrificing pedestrian ease, comfort, and safety. Therefore, this General Plan envisions construction of all future local streets in Rio Vista with "parkways" separating sidewalks from vehicle travel ways. In most cases, the sidewalk will be separated from the curb by at least 5 feet of landscaped parkway, with street trees planted at 30-foot intervals.

TABLE 8-11
Arterial and Collector Streets

Street	Location	Improvement Standard	Maximum Rights-of-Way (feet)
Highway 12	Rio Vista Bridge to Church Road	Arterial: 4 lanes with turn lane and/or median	120
Highway 12	Church Road to Azevedo Road	Arterial: 2 to 4 lanes	120
Airport Road	River Road to Liberty Island Road	Collector: 2 lanes with median	60-84
State Route 84 (River Road)	City limits to Highway 12	Collector: 2 lanes	50-72
Front Street	Main Street to Highway 12	Collector: 2 lanes	50-72
Main Street	Highway 12 to Sacramento River	Arterial: 2 to 4 lanes	80
Liberty Island Road	Summerset Drive to city limits	Collector: 2 lanes	60-72
St. Francis Way	Airport Road to Poppy House Road	Collector: 2 to 4 lanes	60-84
St. Francis Extension (new segment)	Poppy House Road to Highway 12 at Front Street	Collector: 2 lanes	60-72

TABLE 8-12
Responsibilities for Road Improvements

Route Or Street Classification	Abutting Property Owner	City (via Roadway Impact Fee)	State
Highway 12	Dedication of all rights-of-way from center line	50 percent of improvements plus 2 additional lanes	50 percent of improvements
Arterial and collector	Dedication of all rights-of-way and provision of all frontage improvements (curb, gutter, sidewalk, landscaping); and 24 feet of paving on each side on which owner's property abuts	Remainder of paving and median improvements	Not applicable
Intersection improvement (traffic signal)	Only if traffic analysis shows impact not forecasted as part of Roadway Impact Fee Program	100 percent	Varies
Collectors	Property owner is responsible for all rights-of-way and improvements	Not applicable	Not applicable

FUNCTIONAL (PERFORMANCE) CHARACTERISTICS

Several key elements will determine how streets in proposed developments will function or perform and, therefore, will influence their design.

- **Traffic volume served.** Traffic volume measured in average daily vehicle trips (also referred to as average daily traffic or ADT) will be the most important determinant of the needed width and access control. ADT factors include the number of residences taking direct access, the location of a segment or block within the development (i.e., how many other streets feed traffic onto the particular segment), and the directional preference of drivers to and from traffic attractors outside the block.
- **Design speed.** Expected vehicle speed will affect the need for width and access control. Wider streets encourage faster vehicular speeds. Local streets are expected to be designed for slow speeds—25 miles per hour (mph) for residential streets; 15 mph for limited residential, one-way, and cross streets; and 10 mph for alleys.
- **One-way or two-way traffic.** One-way traffic requires only one through-lane, while two-way flows need at least two through-lanes.
- **Number of lots taking access within a block.** The number of driveways or vehicles that will need to be accommodated for local access, in addition to any through-traffic expected to be present, will be a consideration in the review of proposed development.
- **Lot width or density.** Lot width or density will determine the number of lots served by a street segment or block. If lots are wider, there are fewer access points for street loading, which reduce street width requirements.
- **Direct access from residences.** Whether residences access the street from multiple driveways along the street (front-loaded lots) or only at discrete points is a determining factor in street width requirements. For example, each lot may gain access by a separate driveway from the front of the lot to a garage or from controlled drives or alleys. More access points along streets correspond to more potential vehicle conflicts and necessitate wider streets. Street width can be reduced if street loading occurs at fewer access points.
- **Garage location.** Placing the garage in the rear of the lot will allow for more parking on the lot or within alleys, reducing the need for on-street parking lanes.
- **Length of block.** The length of a block affects the number of lots served and traffic accommodated by a given street segment. Longer blocks must accommodate more traffic, more lots, and more vehicle entry points—with more potential conflicts; therefore, development on longer blocks requires wider street sections.
- **On-street parking.** The presence or absence of on-street parking affects street width requirements. A determination will be made whether to provide on-street parking on one, both, or neither side(s). The required amount of on-street parking diminishes with the presence of alley parking and longer driveways.

LOCAL STREET DESCRIPTIONS

In this General Plan, the local street hierarchy consists of residential streets, minor/limited residential streets, cross streets, and alleys.

- **Residential streets** are expected to provide parking on both sides and carry traffic volumes of 500 ADT or more.
- **Minor/limited residential streets** generally have parking only on one side. This allows for a narrower street with a lower design speed (15 mph), which is expected to accommodate less than 500 ADT.
- **Cross streets** connect blocks, but no lots directly access these streets. They are typically short segments, crossing no more than two or three intersections. On-street parking is not present because there are no fronting lots. Alleys, common drives, or parking courts may intersect and take access to these cross streets mid-block.
- **Alleys** are narrow roadways that provide direct access to lots in a controlled fashion—as they preclude direct driveway access by individual lots to a fronting street. Alleys usually provide rear access to garages, carriage houses, onsite parking, and service vehicles and are constructed to driveway standards. Alleys are expected to carry only the traffic from the lots served and have a very low design speed of 10 mph. Future design specifications will provide for a travelway of at least 16 feet wide, as well as a 3-foot width of landscaped area between the travelway and rear lot fences.

FUTURE CIRCULATION IMPROVEMENTS

LOCAL STREETS

In the future, heavy traffic on through-streets may prompt drivers to take shortcuts through residential neighborhoods. Furthermore, as development occurs in the area south of the existing Old Rio Vista neighborhoods, residential traffic will increase. Because there are no arterials connecting the downtown or Highway 12 from the south, through-traffic may affect Old Rio Vista neighborhoods—primarily along Second, Third, and Front Streets. The Drouin Drive and Sierra Drive neighborhoods also may experience through-traffic problems as growth occurs. Streets that are wider than residential scale also generate impacts because they tempt drivers to speed.

Figure 8-3 shows general locations and routes for critical street linkages. Some of those linkages are collector streets; others are neighborhood, local, or minor streets that need to be strategically located in order to provide multi-modal connections between neighborhoods, major streets, or other destinations.

HIGHWAY 12

The *Highway 12 MIS and PSR Equivalent* (Korve Engineering, 2001) indicates that sometime around 2010 (the halfway point in the projected buildout of this General Plan), portions of Highway 12 will need to be expanded to four lanes in order to maintain the LOS standards set by the policies of this element. By full buildout in 2020 or beyond, all of Highway 12 through Rio Vista will need to be four lanes. The study also acknowledges that, long-term, the Rio Vista

Bridge will need to be expanded or a new bridge will need to be constructed in another location—creating a bypass for inter-regional (through) traffic. The particulars of location, design, and funding require a future study and planning process. The STA Traffic Model supported and recommended the following improvements:

- Widen Highway 12 to four lanes from the city limits west of Summerset Road to River Road (this could be a phased improvement over a number of years, as traffic demand warrants).
- Install a traffic signal and improve the intersection of Highway 12 and Church Road.

This Circulation & Mobility element identifies as a key policy a pedestrian and bicycle trail and pathway system, linking the Sacramento River to existing neighborhoods and downtown, as well as to future neighborhoods, parks, and commercial centers. The hazard that Highway 12 poses is one of the most serious obstacles to the realization of the trail system linkage; a means for crossing the highway at key locations between signalized intersections is necessary.

Numerous stakeholders will have a role in resolving the issues surrounding Highway 12. The City has primary fiscal responsibility for improvements (through the Roadway Impact Fee, right-of-way dedication requirements, and development review process), and the State provides various funding sources. The MTC and STA also administer several funding programs that may provide additional local funds for sidewalks, landscaping, safety crossings, and similar improvements.

RIO VISTA BRIDGE

In 1992 Caltrans studied the Rio Vista Bridge extensively, including a review of a number of options for a “high bridge” and bypass to route traffic around Rio Vista in the future. The Caltrans study of bridge alternatives considered an Antioch-style “high bridge” with a freeway-standard bypass. Caltrans preferred a route to the south, linking a bypass to Highway 12 at Azevedo Road. A “second drawbridge” with a design that raised the base level of the platform to 50 feet above water was given limited consideration. This design required removing the existing bridge and building two new bridges to the new specification. It also would have required business relocation and other community hardships.

DOWNTOWN BYPASS ROUTE

Both the northern bypass route shown in the 1991 *Amendments to the 1985 Rio Vista General Plan* (City of Rio Vista, 1990) and the southern bypass indicated as the preferred route in the 1992 Caltrans study would create severe community and environmental impacts. A bypass located miles to the north or south would severely impact the viability of the existing highway commercial retail base and likely would force relocation of much of this activity to the bypass route outside the proposed urban limits. The previously recommended northern bypass route now conflicts with the policies of the DPC. The area north of the City is largely floodplain, wetland and drainage areas, and agricultural lands. The area south of the City contains the Montezuma Hills and large dryland farming operations, as well as sensitive habitat areas along the Sacramento River.

After reviewing potential alternatives, the General Plan Steering Committee recommended Airport Road as a potential bypass route with more community benefits and fewer drawbacks than the earlier recommendations. Airport Road is less than 1 mile from the existing bridge,

which makes the location less likely to draw business activity away from the downtown and existing corridor. Also, Airport Road is already designated as a major arterial, with a proposed right-of-way of 100 feet. An Airport Road bypass would pass through the heart of Rio Vista's industrial districts, thereby increasing visibility of these areas. A bypass at the Airport Road location would relocate the major truck access points away from the existing business district and residential areas. Concerns regarding this bypass route include avoiding environmental impacts and acquisition of excessive rights-of-way.

TRANSIT SYSTEM

Highway 12 is designated as an interim future transit route. Planned transit stops include the locations along Highway 12, Church Road (north and south of Highway 12), Main Street, and the intersection of Liberty Island and Canright Roads in order to serve proposed commercial activity centers.

BICYCLE AND PEDESTRIAN FACILITIES

The Rio Vista General Plan is intended to encourage walking and biking by design. Street improvements should be viewed as an opportunity to enhance the bicycle and pedestrian system. Development projects should be designed so that pedestrians—especially seniors and adults with small children—and cyclists will feel safe from traffic. Sidewalk width, intersection configuration, and proximity to heavy traffic will be considered in assessing the need for connector trails and pathways. The City will encourage narrow streets and intersections with narrow turn radii to slow traffic. In some situations, motorized vehicles will be given priority because of their sheer numbers and the need to reduce congestion.

Adding traffic signals that respond to bicyclists riding over detectors in the pavement or to pedestrians pushing buttons that change the signal will help to make bicycling and walking safe and convenient in Rio Vista. Intersections also will require ramps for wheelchairs, baby carriages, and other non-motorized vehicles. The City will encourage consideration of alternatives, such as continuous sidewalks, pedestrian and bicycle bridges, underpasses, and designated routes through large developments, to prevent long detours for bicyclists and pedestrians.

Carefully placed buildings and well-planned pathways will encourage people to walk and bicycle to and from and within developments. For example, clustering buildings around a core, placing parking behind buildings, or separating parking areas into smaller lots or courts all reduce the distances between buildings. In some large developments, it also will be important to build paths or walkways through the site to connect with public sidewalks. The City will encourage the use of landscaping, shade trees, benches, and lighting to make walking more pleasant.

BIKEWAYS

Currently, all bikeways in Rio Vista are on-street bicycle lanes or routes. The proposed off-street path system will permit both pedestrians and riders to enjoy a safe, relaxing environment free from vehicular traffic, as well as create a natural connection from both new and existing residential neighborhoods to the Sacramento River.

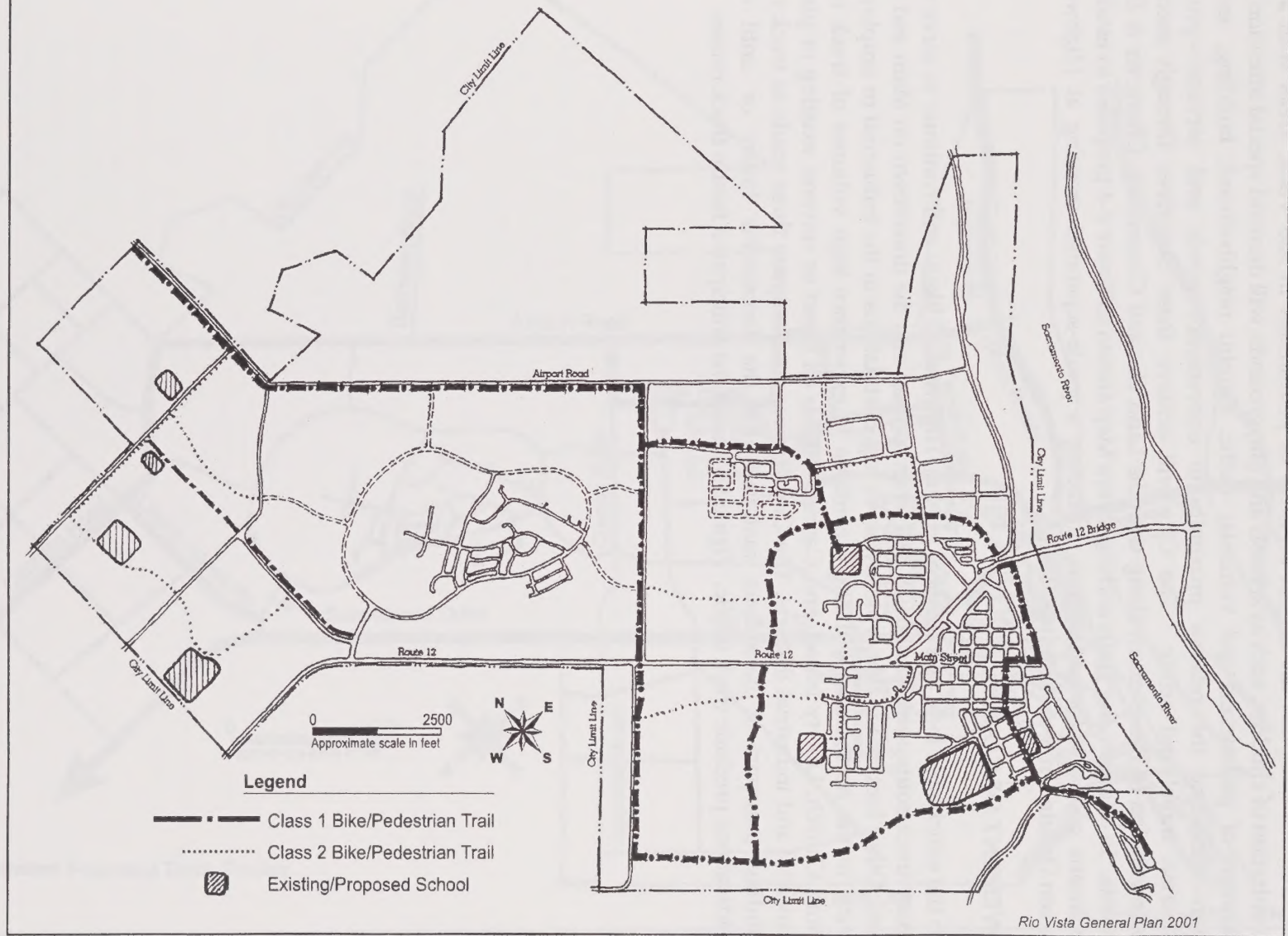
Figure 8-4 provides a map of the proposed trails and pathways system, which includes some existing pathways. Class I bikeways are separate off-street bicycle paths or trails for bicycles

only. Multi-use trails are off-street paths that are shared by pedestrians. As described earlier in this chapter, Class II bicycle lanes are striped lanes on existing rights-of-way, and Class III bicycle routes are signed bikeway routes that share the roadway with motor vehicles. Criteria for locating these routes are listed in *Table 8-7*.

BICYCLE PARKING

The City will ensure that parking is easily accessible and well-designed in an effort to encourage people to ride their bicycles to work, school, retail, and other community facilities. Bicycle racks and lockers will be installed to protect bicycles from theft and bad weather. Racks will clearly define where bicycles should be parked, discouraging impediments to pedestrians and damage to trees or other stationary objects that might be used as alternative bicycle racks. Making lockers available to long-term users, such as office workers, will provide them security and protection from the elements. Short-term users, such as shoppers, will require simply designed racks that are convenient to use. The City will review and update its ordinances as needed in order to recognize the varying demands for bicycle parking.

**Figure 8-4
TRAILS AND PATHWAYS MAP**



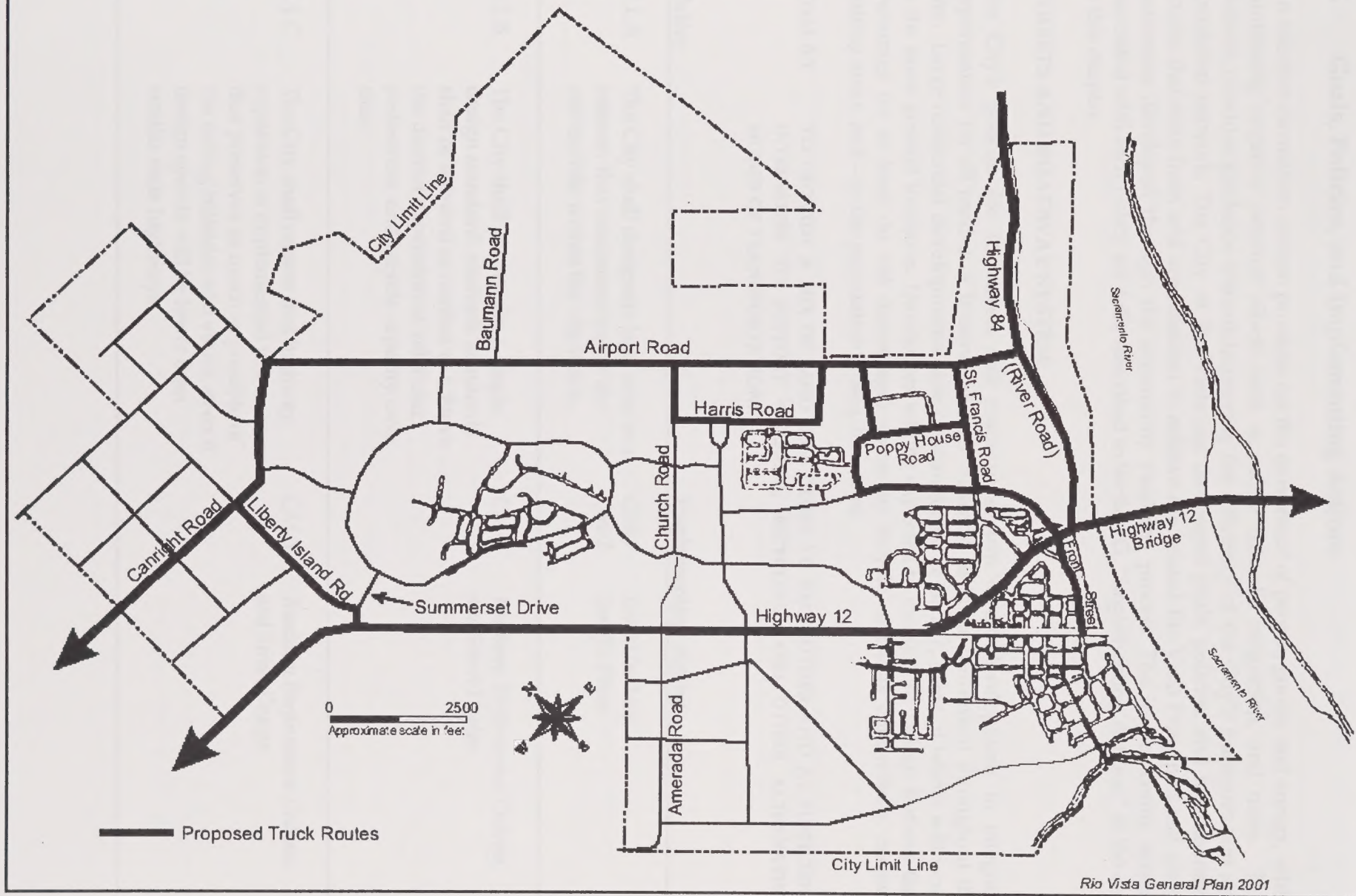
PEDESTRIAN NETWORK

Since children comprise the largest segment of pedestrians in Rio Vista, areas with a large concentration of children, such as schools and playgrounds, will demand special attention to the separation of pedestrians and vehicular traffic. Careful neighborhood, building, and site design—including the relative proximity to convenience goods and services—promotes pedestrian travel and safety. The City will achieve these objectives through successful implementation of this element along with the Land Use and Community Character & Design elements. In addition, the Trails and Pathways Map shown in *Figure 8-4* proposes to establish a safe means of travel for pedestrians, including a grade-separated crossing at Highway 12 between Drouin Drive and Church Road.

MOVEMENT OF GOODS

With the anticipated local and regional growth, Highway 12 likely will continue to serve as the primary truck route, with local truck deliveries coming into the downtown on Main and Front Streets. Other local roads that typically serve trip destinations in the industrial or employment districts in the north areas will likely continue to experience high volumes of truck traffic. Airport, Church, Liberty Island, and Canright Roads all bisect or traverse existing or planned commercial and industrial districts. The City proposes to designate these roads as truck routes (including transport of hazardous materials) for the foreseeable future or until safety considerations preclude truck traffic. *Figure 8-5* shows the anticipated future truck routes.

**Figure 8-5
PROPOSED TRUCK ROUTES**



Rio Vista General Plan 2001

F. Goals, Policies, and Implementing Actions

An effective circulation system provides for the movement of people, goods, and energy, while minimizing negative external effects such as safety hazards, congestion, and noise. This element provides guidance toward improving the efficiency of the City's transportation and circulation network. The City of Rio Vista has developed goals, policies, and implementing actions that stem from and are intended to achieve the related Rio Vista Principles and vision statements developed through the community visioning process. The implementing actions associated with each policy are fully described in Section G, "Implementing Actions," at the end of this chapter.

STREETS AND ROADWAY SYSTEM

The City's policies for its streets and roadway system direct development to integrate opportunities for all modes of transportation in order to facilitate movement throughout the City. Large residential developments have concentrations of people, some of whom will work in the same general locations. Developers will be expected to incorporate design features that encourage (or at least do not discourage) access by bicycle, sidewalk connections, carpool waiting areas, and – as the population grows, bus stops.

GOAL 8.1 TO PROVIDE A MIX OF LAND USES CLOSE TO EACH OTHER AND AT SUFFICIENT INTENSITIES TO SUPPORT WALKING, BICYCLING, AND OTHER ALTERNATIVE MODES OF TRANSPORTATION.

Policy		Implementing Action	
8.1.A	The City shall designate land uses in a manner that minimizes use of the automobile within the city limits.	CM-1 CM-2	<i>Land Use Map</i> <i>Specific Plans</i>
8.1.B	The City shall not require a single design standard; multiple standards shall be allowed as needed to achieve the desired expansion of vehicular, pedestrian, and bicycle capacity over time.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.C	The City shall ensure that highway expansion is implemented in a manner that preserves as much as possible of the rolling hillsides and views, even if design speeds will be lower than similar state highways.	CM-3	<i>Roadway Performance Criteria and Street Design</i>

Policy		Implementing Action	
8.1.D	The City shall consider the “typical” Caltrans expressway design inappropriate within the city limits.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.E	The City shall require sidewalks on public streets in all new developments, as shown in Figures 8-6 through 8-11.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.F	The City shall ensure that signals, turn lanes, roundabouts, and other intersection improvements are used appropriately, to reduce the restrictions of intersections on lane capacity.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.G	The City shall ensure that individual properties or development sites are not viewed as self-contained islands.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.H	The City shall encourage the use of properly designed “park once” concepts between adjacent retail and similar uses.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.I	The City shall ensure that pedestrians, bicyclists, and vehicles are not required to travel a circuitous route to access adjacent services or nearby shopping.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.1.J	The City shall avoid placement of travel lanes immediately next to sidewalks in the plans for street widening.	CM-3	<i>Roadway Performance Criteria and Street Design</i>

GOAL 8.2 TO BUILD AND MAINTAIN A SAFE AND EFFICIENT LOCAL STREET AND HIGHWAY SYSTEM.

Policy		Implementing Action	
8.2.A	The City shall improve traffic controls and pedestrian access on Highway 12.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
		CM-7	<i>Traffic Reduction Measures</i>
		CM-8	<i>Interagency Coordination</i>
		CM-9	<i>Local, State, and Federal Funds</i>
8.2.B	The City shall ensure that future development and roadway capacities are in balance.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.C	The City shall ensure that new and upgraded arterial streets and their intersections are designed and built to function at least at level of service (LOS) "D," (acceptable delay) during peak traffic periods.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.D	The City shall maintain a level of service (LOS) "D" as the target LOS for all major street intersections not specified as LOS "E" by Policies 8.2.F and 8.2.G.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.E	The City shall maintain a level of service (LOS) "E" for the downtown, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility are or will be primary considerations as the community grows.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.F	The City shall maintain a level of service (LOS) "E" for Main and Front Streets between Main Street and Highway 12.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>

Policy		Implementing Action	
8.2.G	The City shall implement the specifications for rights-of-way and improvements that are shown in <i>Table 8-11</i> for existing and future arterial streets.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.H	The City shall ensure that future arterial streets are constructed in accordance with the right-of-way and design standards shown in <i>Figure 8-6</i> .	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.I	The City shall ensure that new development is responsible for funding and construction of necessary improvements that are directly attributable to the impacts generated by that project.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.J	The City shall require that new development projects mitigate their share of offsite traffic impacts (outside the boundaries of the specific development properties) in order to maintain the level of service standards of Policies 8.2.D, 8.2.E, 8.2.F, and 8.2.G.	CM-4	<i>Development Review</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.K	The City shall ensure improvements are provided prior to the deterioration of levels of service below the standards of Policies 8.2.D, 8.2.E, 8.2.F, and 8.2.G.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.L	Where feasible, the City shall improve safety and traffic flow for both cars and pedestrians on existing streets and congested intersections.	CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>

Policy		Implementing Action	
8.2.M	As development occurs adjacent to these proposed streets or earlier if the need arises, the City shall ensure that the collector and important local street system is completed as shown in Figure 8-3.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>
8.2.N	The City shall ensure that rights-of-way, performance standards, and design characteristics for future arterial and collector streets are implemented as shown in Figures 8-6 and 8-7.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
8.2.O	The City shall require improvement and performance standards for local streets (as shown in Figures 8-6 through 8-12) in new developments. (Note: additional design and performance requirements for adjacent lots are discussed in the Community Character & Design element).	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
8.2.P	The City shall require new development to provide signals or other improvements at appropriate intersections in a timely manner, to prevent the deterioration of service levels.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
8.2.Q	The City shall ensure that the first priority of improvements is at intersections, followed by segment (lane) expansion.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
8.2.R	The City shall ensure that intersection improvements, including signals, are provided prior to meeting any necessary Caltrans warrants, to prevent deterioration of service levels.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>

Policy		Implementing Action	
8.2.S	The City shall construct intersection and traffic signals as needed to avoid deterioration of service levels while waiting for an adjacent property owner to develop.	CM-5	<i>Capital Improvement Program</i>
		CM-6	<i>Roadway Impact Fee Program</i>

PEDESTRIAN AND BICYCLE MOBILITY

GOAL 8.3 TO DEVELOP A COMPREHENSIVE PEDESTRIAN AND BICYCLE SYSTEM OVER TIME THAT IS COORDINATED WITH THE CITY'S ROADWAY SYSTEM.

Policy		Implementing Action	
8.3.A	The City shall provide a continuous system of sidewalks along streets.	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-10	<i>Development Agreements</i>
8.3.B	The City shall complete the comprehensive pedestrian and bicycle systems, including off-street multipurpose paths and trails linking major new development areas with the waterfront.	CM-11	<i>Public/Private Cooperation</i>
		CM-12	<i>Trails and Pathways Map</i>
		CM-13	<i>Countywide Bicycle Plan</i>
8.3.C	The City shall develop pedestrian and bicycle paths in the trail corridor and along the waterfront.	CM-11	<i>Public/Private Cooperation</i>
		CM-12	<i>Trails and Pathways Map</i>
		CM-13	<i>Countywide Bicycle Plan</i>
8.3.D	The City shall maintain the bicycle pathway system in a condition that provides a safe means of bicycle travel and connects to all parts of the City.	CM-12	<i>Trails and Pathways Map</i>
		CM-14	<i>Assessment Districts</i>
		CM-15	<i>Bikeways and Trails Maintenance Program</i>
8.3.E	The City shall separate bikeways from streets wherever possible. Where off-road bicycle paths are not possible, the City shall designate on-street bicycle lanes.	CM-3	<i>Roadway Performance Criteria and Street Design</i>

Policy		Implementing Action	
8.3.F	The City shall require maintenance assessment districts, lighting and landscaping districts, homeowner associations, and other appropriate funding mechanisms for maintenance of bikeways and trails.	CM-4	<i>Development Review</i>
		CM-10	<i>Development Agreements</i>
8.3.G	The City shall require nonresidential developments to build clearly identified internal walkways that are distinct from roadways and directly connect building entrances to public sidewalks and transit stops.	CM-4	<i>Development Review</i>
		CM-10	<i>Development Agreements</i>
8.3.H	The City shall ensure that developments are designed carefully to prevent parking lots, loading and delivery areas, and sound walls and buffers from becoming barriers to pedestrians and bicyclists. The City shall ensure that adjacent land uses do not prevent access between buildings, walkways, and parking areas.	CM-4	<i>Development Review</i>
		CM-10	<i>Development Agreements</i>
8.3.I	As bikeways are constructed, the City shall ensure that they provide direct routes to major employment centers from residential areas.	CM-4	<i>Development Review</i>
		CM-10	<i>Development Agreements</i>
		CM-12	<i>Trails and Pathways Map</i>
8.3.J	The City shall incorporate bicycle facilities into the design of arterial streets, intersections, and other street improvement projects.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-12	<i>Trails and Pathways Map</i>
8.3.K	The City shall provide for safe walkways, and pedestrian and bicycle crossings for arterial streets, Highway 12, creeks, and other physical barriers.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-12	<i>Trails and Pathways Map</i>
		CM-15	<i>Bikeways and Trails Maintenance Program</i>

Policy		Implementing Action	
8.3.L	The City shall construct sidewalks on new or reconstructed streets with a separation from the curb by including a landscaped parkway or greenbelt wide enough to allow for planting of shade trees.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-12	<i>Trails and Pathways Map</i>
8.3.M	The City shall ensure the provision of secure bicycle parking at centers of public and private activity. The City shall require new commercial development to provide bicycle parking.	CM-4	<i>Development Review</i>
		CM-12	<i>Trails and Pathways Map</i>
		CM-15	<i>Bikeways and Trails Maintenance Program</i>
8.3.N	The City shall actively promote bicycling and bicycle safety.	CM-11	<i>Public/Private Cooperation</i>
		CM-12	<i>Trails and Pathways Map</i>
		CM-16	<i>Public Education and Outreach</i>
8.3.O.	The City shall plan for a multi-modal transfer site that incorporates automobile parking areas, bike parking, transit, pedestrian paths, and park-and-ride pick-up points. (Also, see Resource Conservation and Management Element for General Plan Policy 10.6.H.)	CM-4	<i>Development Review</i>
		CM-5	<i>Capital Improvement Program</i>
		CM-11	<i>Public/Private Cooperation</i>
		CM-16	<i>Public Education and Outreach</i>

NEIGHBORHOOD CIRCULATION

NEW RESIDENTIAL DEVELOPMENTS

The intent of the City's neighborhood circulation policies is to ensure that new development roadways are designed on a grid or modified grid street system that provides multiple choices of routes to destinations—both for drivers and pedestrians. Traffic dispersal prevents concentration on one or a few neighborhood streets that are not intended to serve as primary traffic routes. Allowing for the continuation of the grid into adjacent properties in the future will enable this pattern of dispersal to continue as growth progresses. Multiple intersections with stop signs also encourage through-traffic to use collector and arterial streets instead of local ones. In addition, the same measures discussed and illustrated in the following section, "Existing Neighborhoods," can be designed into new neighborhoods as they are built.

GOAL 8.4 TO PREVENT FUTURE RESIDENTIAL NEIGHBORHOODS FROM EXCESSIVE TRAFFIC THROUGH CAREFUL DESIGN THAT EMPHASIZES MULTIPLE CONNECTIONS AND CHOICES OF ROUTE.

Policy	Implementing Action		
8.4.A The City shall ensure that development patterns avoid an excessive concentration of traffic on streets that funnel traffic to existing residential streets or to Highway 12.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i>
	CM-3		
	CM-4		
8.4.B The City shall encourage the dispersal of traffic to discourage the overuse of any single neighborhood collector or local street, by using traffic-calming measures, increasing route choices, and related actions.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i>
	CM-3		
	CM-4		
8.4.C The City shall require new development to provide multiple connections through a grid or grid-like system of local streets with multiple connection opportunities, both internally and to potential future developments.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i>
	CM-3		
	CM-4		
8.4.D The City shall discourage development of discrete “pods” or “villages” with limited interlinks.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i>
	CM-3		
	CM-4		
8.4.E The City shall maximize the number of connections to existing neighborhoods to reduce traffic concentration.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i>
	CM-3		
	CM-4		
8.4.F The City shall require neighborhood traffic management design to be incorporated into all new developments in order to avoid future through-traffic problems.	CM-2	<i>Specific Plans</i>	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i> <i>Development Agreements</i>
	CM-3		
	CM-4		
	CM-10		

Policy		Implementing Action	
8.4.G	As part of traffic mitigation, the City shall require retrofitting of potential problem streets in existing neighborhoods.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-17	<i>Neighborhood Improvement Program</i>

EXISTING NEIGHBORHOODS

A range of physical and program options can be used to divert traffic or slow it down. Simple visual cues, instituted as part of an overall neighborhood design plan, often will solve traffic-related problems. Although visual cues do not serve as traffic controls, landscaping, signage, and other improvements tell drivers that they are entering a quiet residential place, where they should drive more slowly, be more aware of conditions along the edge of the street, and respect local pedestrian and bicycle traffic. Recognizable neighborhood entries are visual cues. Entries can be marked by short center medians or corner curb “bulb-outs” with landscaping and signs. Short medians or tree planting pockets that extend into the parking lane narrow the perceived width of the street, which can control speed. Where visual cues do not work, the next step would be to consider installing speed undulations or closing the street partially or completely. Speed undulations are raised pavement, similar to speed bumps, but much wider. It is important to note that physical deterrents may increase response times for emergency vehicles, reduce access, increase noise, and cause new and increased maintenance costs.

GOAL 8.5 TO PROTECT EXISTING RESIDENTIAL NEIGHBORHOODS FROM EXCESSIVE THROUGH-TRAFFIC, WHERE FEASIBLE.

Policy		Implementing Action	
8.5.A	The City shall emphasize deterrents to through-traffic; physical obstacles shall be installed only as a last resort.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>

TRANSIT SYSTEM

GOAL 8.6 TO PROVIDE FAST, CONVENIENT, COMPREHENSIVE, AND DEPENDABLE TRANSIT AND PARATRANSIT SERVICE AS RIO VISTA GROWS.

Policy		Implementing Action	
8.6.A	The City shall ensure that a mix of uses and intensities are programmed for areas within ¼- to ½- mile radii of logical future transit routes and commercial activity centers. Park and Ride lots will be located where convenient and accessible; most likely adjacent to Highway 12 within the Neighborhood Core District.	CM-1	<i>Land Use Map</i>
		CM-2	<i>Specific Plans</i>
		CM-18	<i>Transportation Development Act</i>
8.6.B	The City shall ensure that the physical design of new development projects facilitates transit use.	CM-2	<i>Specific Plans</i>
		CM-4	<i>Development Review</i>
8.6.C	As population growth and circumstances warrant, the City shall provide reliable bus service to Rio Vista residents. The City shall continue to provide the current service to destinations within and outside Rio Vista.	CM-9	<i>Local, State and Federal Funds</i>
		CM-18	<i>Transportation Development Act</i>
		CM-19	<i>Transportation Systems Management</i>
8.6.D	The City shall support improved access to public transportation by people with impaired mobility.	CM-5	<i>Capital Improvement Program</i>
		CM-9	<i>Local, State, and Federal Funds</i>
		CM-18	<i>Transportation Development Act</i>
		CM-19	<i>Transportation Systems Management</i>
8.6.E	Where needed, the City shall supplement the future public transit system with continued availability of paratransit services.	CM-5	<i>Capital Improvement Program</i>
		CM-9	<i>Local, State and Federal Funds</i>
		CM-18	<i>Transportation Development Act</i>
		CM-19	<i>Transportation Systems Management</i>

Policy		Implementing Action	
8.6.F	The City shall encourage private taxi service in Rio Vista.	CM-11 CM-18 CM-19	<i>Public/Private Cooperation Transportation Development Act Transportation Systems Management</i>
8.6.G	The City shall encourage innovative methods of running shuttle services within Rio Vista as needed.	CM-11 CM-18 CM-19	<i>Public/Private Cooperation Transportation Development Act Transportation Systems Management</i>
8.6.H	The City shall actively support the plans of transit service providers to increase service frequency and hours of service. The Solano Transportation authority's Comprehensive Transportation Plan, Transit Element, is incorporated by reference into the Rio Vista circulation and Mobility Element.	CM-11 CM-18 CM-19	<i>Public/Private Cooperation Transportation Development Act Transportation Systems Management</i>

GOAL 8.7 TO SUPPORT THE DEVELOPMENT AND MAINTENANCE OF TRANSPORTATION FACILITIES THAT ARE AESTHETICALLY PLEASING WITH MINIMAL ADVERSE ENVIRONMENTAL EFFECTS.

Policy		Implementing Action	
8.7.A	The City shall enhance the character of arterials, collectors, and local streets with landscaping and special design elements in and adjacent to residential neighborhoods.	CM-4 CM-10 CM-20 CM-21	<i>Development Review Development Agreements Zoning Ordinance Review and Update Subdivision Ordinance Review and Update</i>
8.7.B	The City shall reduce the negative effects caused by roadways on visual quality, air quality, and noise.	CM-4	<i>Development Review</i>

WATER TRANSPORTATION

GOAL 8.8 TO REESTABLISH RIO VISTA'S WATERFRONT AS A REGIONAL DESTINATION FOR BOTH RECREATIONAL AND COMMERCIAL WATER TRANSPORTATION ACTIVITIES.

Policy		Implementing Action	
8.8.A	The City shall provide for additional private boat berths, public access, and support facilities on the waterfront in order to allow residents of the City and region to enjoy water-oriented recreation, public transportation, and commercial opportunities on the Sacramento River.	CM-2	<i>Specific Plans</i>
		CM-4	<i>Development Review</i>
		CM-20	<i>Zoning Ordinance Review and Update</i>
		CM-21	<i>Subdivision Ordinance Review and Update</i>
8.8.B	The City shall use any eligible sources of local, state, and federal funding to accomplish the dredging, shoreline stabilization, public access, and construction of recreational facilities.	CM-9	<i>Local, State and Federal Funds</i>

GOAL 8.9 TO PROVIDE EASE OF CIRCULATION AND ACCESS FOR ALL RIO VISTANS, INCLUDING THE MOBILITY-IMPAIRED.

Policy		Implementing Action	
8.9.A	The City shall continue to implement requirements for handicapped parking and building access in public and private developments.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-17	<i>Neighborhood Improvement Program</i>
		CM-22	<i>Uniform Building Code</i>

REGIONAL TRAFFIC

GOAL 8.10 TO EFFECTIVELY MANAGE REGIONAL TRAFFIC GROWTH.

Policy		Implementing Action	
8.10.A	The City shall actively participate in regional planning efforts and programs at the Bay Area, County, and subregional level to reduce regional traffic growth.	CM-7 CM-8	<i>Traffic Reduction Measures</i> <i>Interagency Coordination</i>

RIO VISTA BRIDGE

For the foreseeable future, routing through-traffic miles away from Rio Vista would result in devastating effects on the current retail economy. Any such bypass also would result in major environmental and visual impacts. A bypass north of Airport Road is contrary to policies of the DPC, while a southern bypass would cut through the Montezuma Hills, wetlands, and farmlands. Both routes would induce growth in areas outside the current and proposed urban limits and would force premature annexation in order to manage this growth. Furthermore, the costs of the previous alternatives studied in 1992 are prohibitive. Therefore, the City seeks to identify a less costly and damaging alternative and funding source for the immediate future. The City shall support an alignment along Airport Road as the preferred alternative, until further information is obtained.

GOAL 8.11 TO IDENTIFY THE PREFERRED ALTERNATIVE ROUTE FOR A HIGHWAY 12 BYPASS AND NEW BRIDGE.

Policy		Implementing Action	
8.11.A	The City shall work with the Solano Transportation Authority (STA) and Metropolitan Transportation Commission (MTC) to begin the process of establishing the new bridge.	CM-7 CM-8 CM-9	<i>Traffic Reduction Measures</i> <i>Interagency Coordination</i> <i>Local, State and Federal Funds</i>

Policy		Implementing Action	
8.11.B	The City shall conduct a new bridge study that focuses on a bypass and new bridge aligned with the present Airport Road as a supplement to the Caltrans (1992) study and the Highway 12 Major Investment Study and Project Study Report Evaluation (Korve Engineering, 2001). The City shall incorporate operational and institutional measures to improve efficiency of the existing bridge.	CM-8	<i>Interagency Coordination</i>
		CM-9	<i>Local, State and Federal Funds</i>

HIGHWAY 12 CORRIDOR

Today, Highway 12 bisects Rio Vista, acting as a physical barrier between the two “halves” of the community. Pedestrian crossings are particularly hazardous. This hazard poses one of the most serious obstacles to the realization of the trail system linkage; a means for crossing the highway at key locations between signalized intersections is necessary. This element identifies, as a key policy, the establishment of a pedestrian/bicycle trails and pathways system that links the Sacramento River to existing neighborhoods and downtown, as well as to future neighborhoods, parks, and commercial centers.

Resolving the issues surrounding Highway 12 must involve numerous stakeholders. The City bears the primary fiscal responsibility for improvements (through the Roadway Impact Fee Program, right-of-way dedication requirements, and the development review process) and the State of California provides various funding sources. The MTC and STA also administer several funding programs that may provide additional local funds for sidewalks, landscaping, safety crossings, and similar improvements.

GOAL 8.12 TO SUCCESSFULLY LINK THE TWO “HALVES” OF RIO VISTA BISECTED BY HIGHWAY 12 IN A MANNER THAT IS SAFE AND ACCESSIBLE TO ALTERNATIVE MODES OF TRANSPORTATION.

Policy		Implementing Action	
8.12.A	The City shall ensure that rights-of-way, performance standards, and design characteristics for Highway 12 are varied as appropriate; a “one design fits all” approach is not appropriate.	CM-3	<i>Roadway Performance Criteria and Street Design</i>
		CM-4	<i>Development Review</i>
		CM-8	<i>Interagency Coordination</i>
		CM-10	<i>Development Agreements</i>

Policy	Implementing Action
8.12.B As Highway 12 is expanded, the City shall ensure that lower design speeds are used where necessary to preserve the rolling hillside character of the corridor. The City shall ensure that there is minimal encroachment by roadway expansion on sensitive areas adjacent to the highway.	CM-4 <i>Development Review</i> CM-23 <i>Local Sensitive Resource Areas Map</i>
8.12.C The City shall create view corridors and open space areas in the vicinity of the proposed trail and drainageways between Church Road and Drouin Drive.	CM-23 <i>Local Sensitive Resource Areas Map</i>
8.12.D The City shall limit “back-up” walls as much as possible along the residential sections of the corridor and encourage the alternative use of landforms and open space for noise mitigation wherever feasible.	CM-5 <i>Development Review</i> CM-20 <i>Zoning Ordinance Review and Update</i> CM-21 <i>Subdivision Ordinance Review and Update</i>
8.12.E The City shall initiate a corridor design process that includes all stakeholders (private landowners and developers, Caltrans, the Highway 12 Association, local residents, and business owners) to create an appropriate standard for future expansion throughout the corridor and more immediate improvements between Drouin Drive and the Rio Vista Bridge.	CM-8 <i>Interagency Coordination</i> CM-9 <i>Local, State, and Federal Funding</i> CM-11 <i>Public/Private Cooperation</i>

F. Implementing Actions for Circulation & Mobility (CM)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Circulation & Mobility element.

CM-1 LAND USE MAP *(To be adopted as part of this General Plan)*

Local land use planning is a method of managing regional traffic growth and local traffic issues. This General Plan includes land use policies aimed at giving more Rio Vista workers the choice of living closer to their jobs and encouraging housing growth to follow new job creation, rather than increase the proportion of long-distance commuters. The Land Use Map establishes policies supporting mixed uses and higher density development within walking distance of planned commercial and activity centers (e.g., the intersection of Highway 12 and Church Road and the downtown). If other communities adopt similar policies, it also may be possible to improve the balance of jobs and housing on a county or regional level, which will reduce the length and number of commute trips.

The City will designate a mix of uses at higher intensities near potential transit stops and near commercial and employment centers shown on the Land Use Map of this General Plan. The City periodically will review land use policies and regulations as the transit system develops.

CM-2 SPECIFIC PLANS *(Proposed)*

As determined to be appropriate, the City will require major new development proposals to be processed through specific plans or planned unit development (PUD) permits that are consistent with these policies and the Land Use element, as well as amended Zoning and Subdivision Ordinances.

CM-3 ROADWAY PERFORMANCE CRITERIA AND STREET DESIGN *(Proposed)*

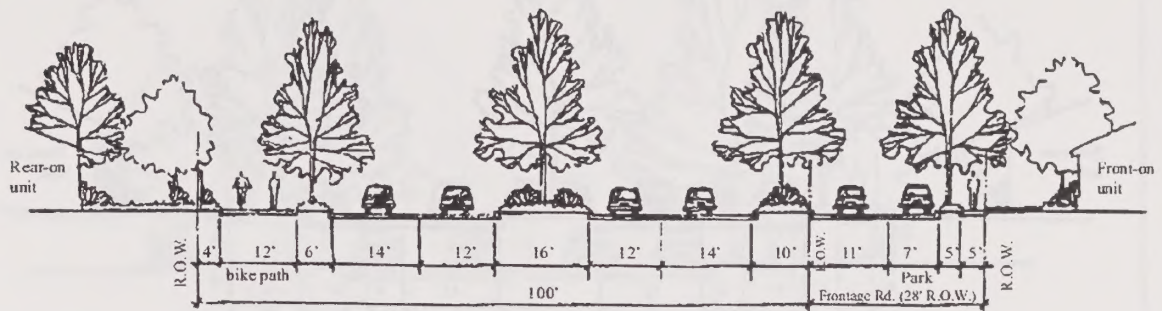
Streets are classified in a hierarchy that identifies categories or types based on their functional requirements and their relative importance in establishing community character, defining neighborhoods, providing connections between key land uses and neighborhoods, and allowing opportunities for alternative modes of travel. The location of arterials and primary streets (collector and important local street connections) are shown on *Figure 8-5*. During project design review, the City will require that the locations of other minor streets are consistent with these standards and criteria.

The following tables and illustrations describe three general levels of streets: arterials, collectors and residential access streets. Arterials are designed to carry high traffic volumes; collectors, moderate volumes; and residential streets, lower to moderate volumes that allow for direct access to residential units or lots from these streets. Residential access streets are further divided into five street types: the neighborhood through-street is the standard; four optional street types with narrower sections may be used only when lower traffic volumes and certain neighborhood characteristics allow. The performance standards that create the conditions for a particular street type determine these characteristics.

All street types are governed by performance *factors*, performance *standards* and design *characteristics* typical of the type of roadway described. These are intended to provide direction to the City's decision makers (staff, planning commission, city council and others as applicable) for interpretation and implementation. The performance standards and design characteristics are to be considered as the required implementation criteria, unless, in the sole judgment of the decision maker(s), an alternative approach is demonstrated to fully achieve the intent of the Circulation Element's goals and policies and this implementation measure and to be equivalent or superior to the criteria and standards specified below.

- **Performance factors.** A listing or description of particular traffic, safety, or community character conditions, the presence of any one of which creates an impact that will require a specified street type as the minimum condition necessary to accommodate that environmental factor or condition. For example, high traffic volumes on a particular street or the use of that street for through-traffic connections with other communities would require the street to be classified as an arterial. The absence of performance factors indicates that the utilization of a particular street is optional.
- **Performance standards.** A listing or description of the minimum conditions that must exist and are based on street type being used. For example, designation as an arterial street requires that future development or improvements to that street adhere to all performance standards listed, such as no on-street parking, intersections and curb cuts separated by at least 600 feet, and capability for a 35-mph speed limit.
- **Design characteristics.** A set of design specifications that apply to individual street types at buildout of the General Plan. Initial phases or segments of arterials or collector streets may not need to incorporate all listed characteristics but should be able to be accommodate them when needed (e.g., right-of-way width and placement of utilities in initial phases must be able to accommodate future lanes, landscaping, and separated sidewalks). Some characteristics are flexible (e.g., the ultimate right-of-way for collector streets may range from 60 to 82 feet, depending on adjacent land uses and projected traffic demands).

**Figure 8-6
ARTERIAL STREET**



Major Arterial Street (100' R.O.W.)

Design Characteristics

- 100' right-of-way; additional ROW may be needed for frontage road access, etc.
- 68' Roadway (curb to curb) - room for four through lanes and a 16' median
- No on-street Parking
- Separated Parkway combined with Class 1 bike path (12' wide total) on at least one side
- 5' min. landscaped Parkway between curb and sidewalk
- "L" curb each side

Performance Factors¹(Presence of any ONE of the following)

- High traffic volumes (greater than 8,000 average daily vehicle trips or 800 PM peak hour vehicle trips²)
- Connects community to points beyond

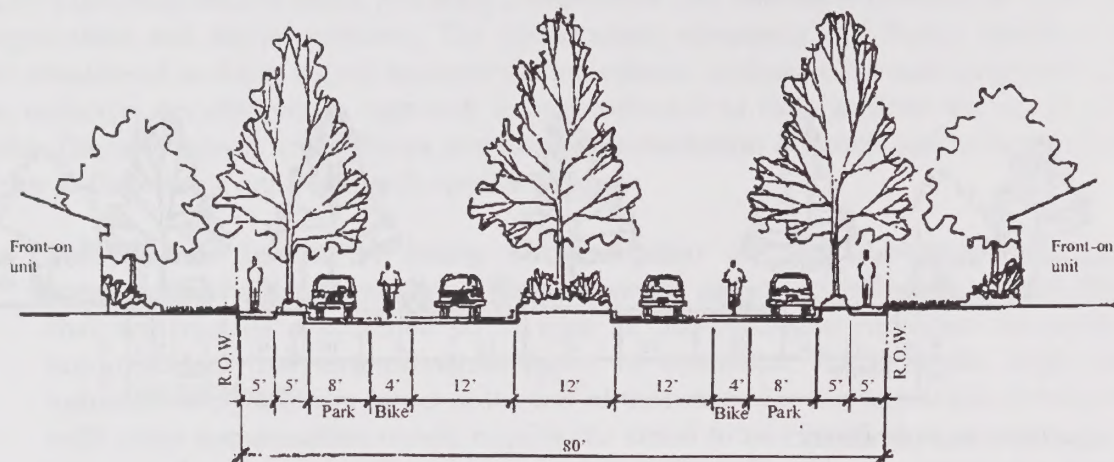
Performance Standards (All of the following required)

- No direct vehicle access to individual properties
- Driveway (curb cut) separation greater than 600 feet
- Design Speed (speed limit) - 35 mph or more

¹ Any of the performance factors listed creates a potential traffic, safety or community character impact that requires this type of street section to accommodate that condition.

² The weekday PM peak hour is the recognized traffic engineering measurement of the greatest vehicle travel volumes during any 24-hour period. It is typically 10-15% of the 24-hour average daily traffic volume.

**Figure 8-7
COLLECTOR STREET**



Collector Street (80' R.O.W. shown)- Other standards possible for varying conditions

Design Characteristics

- 60' to 82' right-of-way; additional ROW may be needed for special circumstances
- 40' to 66' Roadway (curb to curb) - two through lanes bike path and 6'-12' median (optional)
- On-street parking optional (parking shown on illustration)
- 5' min. landscape parkway between curb and sidewalk
- "L" curb each side
- Separated sidewalk on each side
- Biker path may be on or off street
- Commercial standard includes on street existing section

Performance Factors¹(Presence of any ONE of the following)

- Moderate to high traffic volumes (2,500 to 8,000 average daily vehicle trips or 250 - 800 PM peak hour vehicle trips²)
- Connects one neighborhood or district to another or to larger streets; connects major destinations within the community

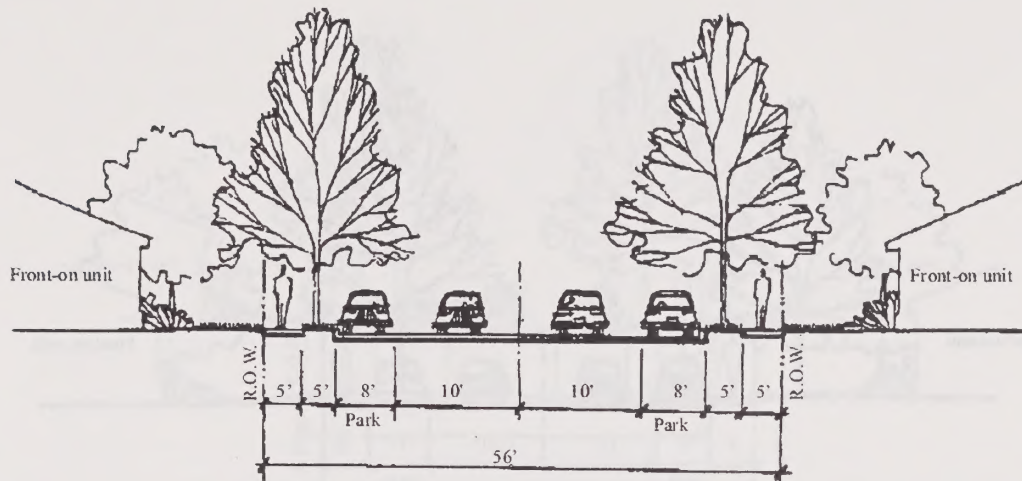
Performance Standards (All of the following required)

- No direct vehicle access to individual residences
- Driveway (curb cut) separation greater than 150 feet
- Design Speed (speed limit) - 25 - 35 mph

¹ Any of the performance factors listed creates a potential traffic, safety or community character impact that requires this type of street section to accommodate that characteristic.

² The weekday PM peak hour is the recognized traffic engineering measurement of the greatest vehicle travel volumes during any 24-hour period. It is typically 10-15% of the 24-hour average daily traffic volume.

**Figure 8-8
NEIGHBORHOOD THROUGH STREET**



Design Characteristics

- 56' right-of-way
- 36' Roadway (curb to curb) - two through lanes and two parking lanes
- On-street Parking on both sides
- Separated sidewalk landscaped parkway between curb and sidewalk
- "L" curb each side

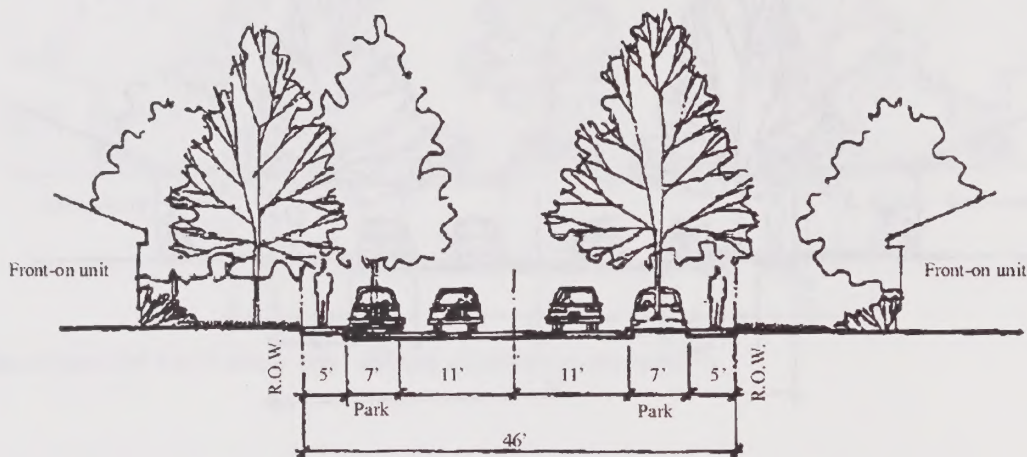
Performance Factors¹ (Presence of any ONE of the following)

- Low to Moderate traffic volumes (up to 2,500 average vehicle trips daily or 300 PM peak hour vehicle trips)²
- Garage entries closer than 30 feet from sidewalk
- Block length greater than 600 feet
- Design Speed (speed limit) - 25 mph or more

¹ Any of the performance factors listed creates a potential traffic, safety or community character impact that requires this type of street section to accommodate that characteristic.

² The weekday PM peak hour is the recognized traffic engineering measurement of the greatest vehicle travel volumes during any 24-hour period. It is typically 10-15% of the 24 hour average daily traffic volume.

Figure 8-9
LOCAL NEIGHBORHOOD STREET
 (Illustration shows alternating parking bays)



Design Characteristics

- 20' Roadway w/parking bay
- "L" curb each side
- Continuous on-street parking on one side only with separated sidewalks on both sides OR
- Parking in designated, alternating bays w/ monolithic sidewalk on parking bay side
- If continuous parking on one side 5' landscaped parkway on each side
- If alternating parking bays used, 0' - 7' landscaping between curb and sidewalk (0' at parking bay, 7' on no parking side)

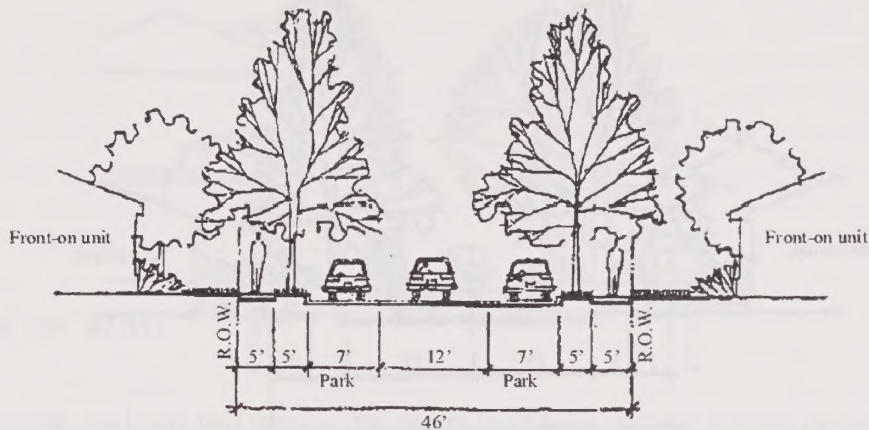
Performance Standards¹(All of the following required)

- Lower traffic volumes served -- Less than 1,500 average vehicle trips daily or 150 PM Peak Hour Vehicle Trips)
- Garage entries set back 30 feet;²OR
- Vehicle access from rear alley
- Block lengths 600 feet or less
- Maximum Design Speed (speed limit) - 20 mph

¹ These standards represent the minimum condition that will reduce the traffic, parking and safety requirements of the street to a level which can be accommodated by the design characteristics of this street.

² The intent is to provide sufficient additional off street parking to eliminate the need for on street parking on one side of the street, as compared to a "typical" single family house and garage arrangement. The typical standard to achieve such a reduction of parking demand is to set garages back to at least 30 feet behind the property line to allow for additional parking in the driveway setback. This is the expected norm for meeting the requirement, unless an equal or better solution is proposed, while being consistent with all other General Plan policies and implementation measures.

Figure 8-10
ONE WAY STREETS
 (Illustration shows section with parking on both sides)



Parking on both sides

- 46' ROW
- Separated Sidewalk
- On street parking both sides
- 26' Roadway - one through lane, two parking lanes
- Landscaped pkwy each side
- "L" curb each side
- Design Speed (speed limit) -- 15 mph

Parking on one side only

- 40' ROW
- Separated Sidewalk
- Parking one side only
- 20' Roadway - one through lane, one parking lane
- Landscaped pkwy each side
- "L" curb each side
- Design Speed (speed limit) -- 15 mph

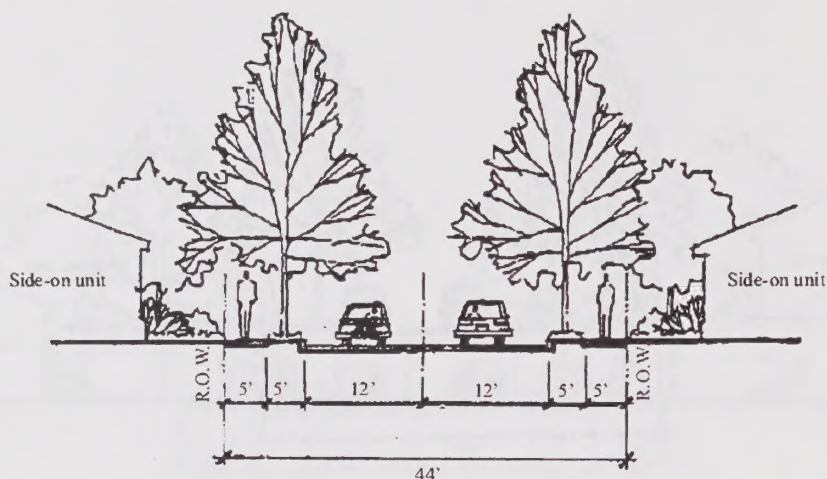
Performance Standards¹ (All of the following required)

- Lower traffic volumes served -- Less than 1,500 average vehicle trips daily or 150 PM Peak Hour Vehicle Trips)
- Garage entries set back 30 feet;² OR
- Vehicle access from rear alley
- Block lengths less than 600 feet
- Maximum Design Speed (speed limit) - 20 mph

¹ These standards represent the minimum condition that will reduce the traffic, parking and safety requirements of the street to a level which can be accommodated by the design characteristics of this street.

² The intent is to provide sufficient additional off street parking to eliminate the need for on street parking on one side of the street, as compared to a "typical" single family house and garage arrangement. The typical standard to achieve such a reduction of parking demand is to set garages back to at least 30 feet behind the property line to allow for additional parking in the driveway setback. This is the expected norm for meeting the requirement, unless an equal or better solution is proposed, while being consistent with all other General Plan policies and implementation measures.

**Figure 8-11
CROSS STREETS**



Cross Streets: Cross streets are streets that connect blocks but to which no lots take direct access. These streets typically are short segments crossing no more than two or three intersections. On-street parking is not present due to lack of fronting lots. Alleys, common drives or parking courts may intersect and take access mid-block.

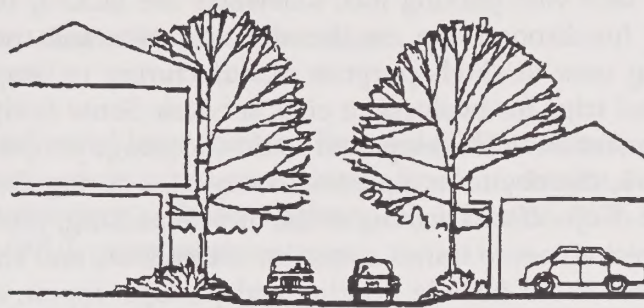
Design Characteristics

- 44' ROW
- 24' Roadway (two through lanes only)
- "L" curb each side
- Separate Sidewalk
- Limited on-street parking
- Landscaped parkway between curb and sidewalk

Performance Standards (All of the following required)

- Same as Local Residential Street, **plus:**
- Maximum 3 blocks continuous length (becomes local residential street if longer than 3 blocks)
- No individual dwelling access (driveways) from street
- If alleys present, only one alley entry/exit on each block
- Traffic must stop at each street intersection
- Design speed (speed limit) -- 15 mph

**Figure 8-12
ALLEYWAY DESIGN CHARACTERISTICS**



Alley (24' ROW)

Alleys: Narrow roadways that provide rear access to garages, carriage houses, on-site parking and service vehicles. Alleyways are expected to carry only the traffic from the lots served and have a very low design speed of 10 mph. A travelway of at least 16 feet plus 3 feet landscaping or textured paving area on each side is required, with driveway setback of 0 - 6 feet from alley ROW. The travelway may be reduced to 12 feet with a minimum 16 foot garage, driveway setback for alley ROW. At least three feet landscaped area shall be provided between travelway and rear lot fences. It is crucial that rear property fences be kept low for visibility into the alleyway by the adjacent residences and to avoid a "canyon" appearance in the alleyway.

Performance Standards (All of the following required)

- No parking except in designated bays
- Design speed (speed limit) -- 10 mph
- Garage entry setback 5'; or at least 14' from ROW line
- Max fence height 3' within 20 feet of right-of-way

Design Characteristics

- Two-way traffic
- ROW -- 24'
- Roadway - 16' w/ 2' all weather shoulder on each side - no curb
- 5' landscaped setback area each side

Most nonresidential developments built since 1960 have been oriented toward automobiles. For example, building entries face vast parking lots; sidewalks are lacking or circuitous; and in business parks, often no lunchrooms are on the site or restaurants nearby. Zoning may exacerbate this by limiting uses to single-purpose manufacturing or employment functions, thereby requiring additional trips for business or civic services. Some fairly simple changes in the design of new development and redevelopment could encourage people to carpool, ride the bus, bicycle, or walk to work, thereby reducing unnecessary trips during the business day. Such revisions include rideshare drop-off and waiting areas, bicycle parking, preferential parking for carpools and vanpools, direct access to transit stops, transit pullouts and shelters, and showers for bicyclists. Onsite services could include printing and postage, repair, and rental facilities; pedestrian amenities and landscaping along sidewalks; building entry orientation toward streets rather than parking lots; lunchrooms; restaurants; and banking services. Most modern employment uses can be allowed in the downtown or retail areas, which would place employment near business and personal services, as well as add population that would support retail activities during the day.

The City's Community Development and Public Works Departments will conduct a review of each proposed development. If the City determines that a development proposal requires a traffic impact study, the analysis will be prepared to be consistent with the assumptions and methodology of the Solano Transportation Authority (STA) traffic model. In conjunction with the California Environmental Quality Act (CEQA) process, the traffic impact study may include (1) an analysis that evaluates traffic conditions assuming "market-based" development standards, and (2) a "full buildout" analysis (i.e., 20-year) that evaluates traffic conditions assuming buildout of the City under the General Plan. The traffic study will define what transportation improvements or measures are necessary to maintain the level of service (LOS) standards and will address funding impacts. The City will use the full buildout traffic analysis to identify locations where additional rights-of-way should be preserved beyond those required under the 20-year analysis. The City will consider whether improvements can be included in the existing right-of-way before widening or otherwise expanding streets and intersections.

Several developments and the City, where appropriate, would share the costs over time of specific improvements or traffic reduction programs—such as Transportation Systems Management (TSM). Area-wide studies, including the General Plan and zoning studies, could establish the types of improvements and programs, as well as the appropriate methods of payment. Assessment districts, roadway impact fees, or development agreements would allocate the appropriate share of the costs to specific developments.

Development review also will include compliance with CEQA, which requires cities to assess the environmental effects of new development, including traffic. CEQA requires a traffic analysis if a project is large or is expected to produce a significant increase in traffic demand. The Solano County Congestion Management Plan (CMP) also requires a traffic analysis for large projects that require General Plan amendments. When the traffic analysis shows that the development will cause an intersection or roadway segment to drop below desired levels of service, the City may require the new development to alleviate its share of the congestion.

In accordance with CEQA, the City will require a traffic-impact analysis for large new developments and those with the potential to worsen traffic conditions. Prior to project

approval, the City will require new development to demonstrate that the proposed mitigation measures will be adequate to prevent deterioration in level of service standards. The City will review environmental impact reports for proposed transportation projects to ensure that adequate mitigation measures are incorporated that will effectively reduce traffic impacts.

CM-5 CAPITAL IMPROVEMENT PROGRAM
(Proposed)

The City will adopt a Capital Improvement Program (CIP) that includes the arterial streets and intersection improvements required to maintain level of service standards set forth in this element. Korve Engineering's (2001) *Highway 12 MIS and PSR Equivalent* study also has identified near-term (2010) safety improvements.

The City's CIP could include some or all of the following improvements:

- Improvements to Drouin Drive.
- Improvements to Highway 12 between Drouin Drive and the Rio Vista Bridge (in cooperation with Caltrans).
- Replacement of deteriorated sidewalks.
- Priority designations for improvement of specific intersections.
- Installation of a trail and bicycle system.
- Improvement of existing roads, signs, and traffic signals that encourage walking and bicycle travel.
- Installation of bridges and undercrossings for bicyclists and pedestrians.
- Installation of bicycle parking in the downtown and at City parks, civic buildings, and other community facilities.
- Installation of a traffic signal at the intersection of Highway 12 and Hillside Terrace.
- Installation of a signalized, lighted crosswalk at the intersection of Highway 12 and Gardiner Way.
- Addition of left-turn lanes and acceleration-deceleration lanes at the intersection of Highway 12 and Church Road as recommended in the *Highway 12 Major Improvement Study and Project Study Report Equivalent* [Korve Engineering, 2001]).
- Installation of advance warning flashers west of the intersection of Highway 12 and Summerset Road as recommended in the *Highway 12 Major Improvement Study and Project Study Report Equivalent* [Korve Engineering, 2001])..

CM-6 ROADWAY IMPACT FEE PROGRAM
(Proposed)

The City will consistently levy a roadway impact fee on new development, through fee adoption by ordinance, development agreements, conditions of approval, and other project entitlements. In determining the fee, the City will consider traffic projections in 2020—as determined by the Solano Transportation Authority (STA) traffic model or other equivalent methodologies—for the proposed new development. The City will allow credits against the Roadway Impact Fee in order to provide immediate funding or construction and to prevent deterioration of existing levels of service. Developers will be eligible for fee credits after reaching an agreement with the City on the improvement location(s) and design(s), and the City's acceptance of the completed construction. The City will assign responsibility for providing improvements on Highway 12, intersections, and arterial and collector streets as shown in *Tables 8-11 and 8-12*.

CM-7 TRAFFIC REDUCTION MEASURES
(Proposed)

The City will use the Solano County Travel Demand Model (also referred to in this element as the Solano Transportation Authority [STA] Traffic Model) and the *Highway 12 Major Investment Study and Project Study Report Equivalent (Highway 12 MIS and PSR Equivalent)* (Korve Engineering, 2001) in evaluating the balance between development and transportation. The City will actively participate with STA to implement Transportation Demand Management (TDM) measures.

The *Highway 12 MIS and PSR Equivalent* was prepared not only to identify the type and size of roadway facility necessary to serve traffic levels forecasted, but also to develop a phased implementation plan for near-term physical improvements and establish management practices to serve near-term traffic levels. The report identified the following measures with the best potential for reducing traffic:

- **Carpooling program (park-and-ride lot).** The City will construct a park-and-ride lot that will accommodate approximately 50 vehicles at its first phase. Once fully utilized, the City will expand the facilities to increase its capacity. The City will construct the park-and-ride lot a location visible from Highway 12 and will include installing signage on the highway to identify the lot as a park-and-ride facility. Land availability will drive the exact location of the site; land dedication may be required of future development. The City would launch a local advertising campaign to publicize the new facilities and the benefits of carpooling. The advertising campaign also would emphasize the use of STA's existing ride-matching service.
- **Local shuttle program.** In conjunction with STA, the City would implement a local shuttle program that connects the Trilogy retirement community and future development with the retail and commercial uses in Suisun City and Fairfield. A single bus running on 1-hour cycles is expected to meet initial demand. The City would expand the program to include shorter cycles or other areas through STA's purchase of additional buses.
- **Transit service.** The City envisions a new SolanoLink route running from Fairfield to Suisun City and Rio Vista along Highway 12. The new route would connect to the

Capitol Corridor Station and the upcoming Fairfield Transportation Center. The City expects 1-hour cycles to meet the initial demand.

CM-8 INTERAGENCY COORDINATION
(Existing)

Regional planning is a method for addressing traffic congestion and air pollution that result from long-distance commuting. Rio Vista is working with many regional agencies to mitigate these impacts, including the following:

- **Bay Area Metropolitan Transportation Commission (MTC).** The MTC is the Bay Area's "metropolitan planning organization" (MPO) for the nine counties of the Bay Area, including Solano County. According to federal transportation policy, an MPO is responsible for transportation planning and distribution of a wide range of transportation funds, particularly federal funding. MTC prepares and implements a regional transportation plan and conducts studies of transportation corridors.
- **Solano County Transportation Authority (STA).** The STA is the "local planning organization" (LPO) responsible for providing a planning function similar to the MTC but on a "sub-regional" or countywide basis. This agency prepares and implements a comprehensive countywide transportation plan and coordinates the transportation efforts of Solano County cities with MTC. Most funding decisions are recommendations to MTC. Depending on the requirements of the particular programs, STA may have the authority to directly approve a city's funding request in certain areas. STA is also Solano County's Congestion Management Agency (CMA). As such, STA is responsible for developing standards for traffic service levels, called a Congestion Management Program (CMP), for particular identified roadways in Solano County. In Rio Vista, the CMP roadway is Highway 12.
- **Caltrans.** Caltrans is the state agency responsible for transportation on a statewide level and will work with the City on improvements to Highway 12 within the City.

The City will continue to coordinate with these and other agencies as follows:

- The City will work with the River Delta Unified School District to provide safe crossings and access for school children.
- The City will continue to provide City Council and staff representation on regional transportation planning groups.
- The City will represent the needs of Rio Vista residents to transit providers responsible for carrying out handicapped-access regulations.
- The City will actively support plans to increase the number of inter-city trains and plans for eventual commuter service with connections to BART and other regional transit facilities.
- The City will participate in County and regional transportation planning efforts.

CM-9 LOCAL, STATE, AND FEDERAL FUNDS
(Existing)

Local sources of funding include redevelopment tax increment funding, the creation of an assessment district, and park development funds. Other sources of funding may include, but not be limited to Transportation Equity Act (TEA) transportation funds, State Transportation Improvement Program (STIP), federal air quality funds, California Coastal Conservancy, State Parkland Bond monies, and the California Department of Boating and Waterways. In the past, the City has used these funding sources to construct roadway and waterway improvements.

CM-10 DEVELOPMENT AGREEMENTS
(Existing)

Where appropriate, the City will use the development agreement process established under State law and the Zoning Ordinance to ensure that developers of major new neighborhoods comply with the policies of this General Plan and to establish other benefits to the City in exchange for land use entitlement guarantees for developers and property owners.

CM-11 PUBLIC/PRIVATE COOPERATION
(Existing)

The City will coordinate with private transportation providers to develop innovative methods for running needed shuttle services in Rio Vista. The City also will involve developers and program managers of the Trilogy development in coordinating public and private transit opportunities for mutual benefit. The City may provide incentives to: (1) increase the availability of transportation services to areas within the City, and (2) provide access to critical services (e.g., medical facilities) that are not available in Rio Vista and require travel to other cities in Solano County.

The City will encourage existing businesses to install bicycle racks. Since bicyclists are the best source of information about where improvements to the bicycle system are needed, the City should consult them to obtain recommendations for improvements and to help develop proposals for state and federal funding of bicycle projects.

CM-12 TRAILS AND PATHWAYS MAP
(To be adopted as part of this General Plan)

The City will implement the Trails and Pathways Map as shown in *Figure 8-4*, which requires new development to include bikeways that connect to or become a part of the pedestrian and bicycle system, wherever feasible. The Park and Recreation Commission will review the plan periodically and advise staff and the City Council on needed improvements.

CM-13 COUNTYWIDE BICYCLE PLAN
(Existing)

To reduce consumption of non-renewable energy sources and to improve air quality, the City will integrate its Trails and Pathways Map as shown in *Figure 8-4* with the recently adopted *Solano Countywide Bicycle Plan* (Alta Transportation Consulting, 2000). This action also will further encourage the use of alternative modes of transportation. *(Also see Policy RCM-21 in the Resource Conservation & Management element.)*

CM-14 **ASSESSMENT DISTRICTS**
(Proposed)

If new development creates the need for an arterial street or intersection improvement prior to the development of the parcels adjacent to that improvement, the City may use an assessment district as a funding source for these improvements. Assessment districts also may be used for bikeways and trail maintenance within subdivisions.

CM-15 **BIKEWAYS AND TRAILS MAINTENANCE PROGRAM**
(Proposed)

Under the supervision of the City's Public Works Director, City staff regularly will maintain bikeways and trails and bicycle facilities. Maintenance areas may include some trails that are funded through assessment districts.

CM-16 **PUBLIC EDUCATION AND OUTREACH**
(Proposed)

The City will create and distribute maps of Rio Vista's bicycle system and information about bicycle safety through newspapers and other publications at City buildings, schools, street fairs, and special events. The City will continue and expand the Rio Vista Police Department's role in bicycle education and safety.

CM-17 **NEIGHBORHOOD IMPROVEMENT PROGRAM**
(Proposed)

The City will create a Neighborhood Improvement Program to determine appropriate traffic-calming measures in neighborhoods with traffic issues. The City should structure the program in such a way that ensures participation of residents, property owners, city departments, schools, and other stakeholders. The City will work with neighborhoods and businesses to decide (1) where curbs, gutters, and sidewalks are needed on unimproved local streets; and (2) payment methods for improving and replacing facilities.

Several roadway design options are described on the following page.

Roadway Design within the City Limits

Entries

- Center island with landscaping to slow traffic entering street and deter through-traffic.
- "Bulb-outs" with landscaping at corners to slow traffic entering the street and deter through-traffic.
- "Gateway" markers on bulb-outs to announce neighborhood entrance and slow or deter through-traffic.

Sidewalks

- Separated sidewalks and pathways as shown in *Figures 8-6 through 8-11*.
- Street trees in landscaped parkways that separate sidewalks from curbs.

Traffic-Calming Measures

Closure

- Partial closure one-way with landscaped "bulb-outs."
- Complete closure with landscaped cul-de-sac.
- Partial closure one-way with flexible "knock-down" bollards.

Diverter

- A diverter is a closure or obstacle that channels traffic to preferred routes.

CM-18 TRANSPORTATION DEVELOPMENT ACT (Existing)

It is in the interest of the State that funds available for transit development are fully expended. Such funds may be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another. The California Government Code incorporates the intent of the Transportation Development Act and provides for the allocation of monies from the Local Transportation Fund (LTF) to cities and counties for these purposes. Monies from the LTF help finance transit services and transportation projects in Rio Vista.

CM-19 TRANSPORTATION SYSTEMS MANAGEMENT (Proposed)

The City will implement Transportation Systems Management (TSM) to improve the efficiency of its existing transportation systems. TSM is oriented toward making better use of existing transportation facilities through short-term, low-cost improvements that are easier to implement than system development modifications—such as roadway construction. A key element in the City's implementation of its TSM plan is the dissemination of information to employers and employees concerning existing transit and rideshare options for trips between home and work.

The City's TSM plan will involve the implementation of Transportation Demand Management (TDM) and Transportation Control Measures (TCMs). TDM uses techniques aimed at reducing traffic congestion. These techniques include the promotion of flexible work schedules, rideshare programs, and expanded transit service. These strategies give employees greater flexibility in travel to and from work, which reduces congestion during peak commute periods.

TCMs are incorporated into state-mandated air quality plans at the regional level. These measures can reduce the quantity of pollutants discharged by motor vehicles through a reduction in the number of single-occupant vehicle trips. TCMs will include not only public transit and ridesharing but also measures such as the use of cleaner-burning automobile fuels, the adoption of local trip-reduction ordinances, the design of highways to mitigate negative air quality impacts, and land use planning to reduce trip distances.

CM-20 ZONING ORDINANCE REVIEW AND UPDATE
(Proposed)

The Zoning Ordinance is one of the primary tools for implementing the General Plan. Zoning is the classification of the City into districts and the description of allowable uses and development standards within each district. The City will review its Zoning Ordinance and amend the ordinance as needed to bring it into conformance with the policies and proposals of this General Plan.

CM-21 SUBDIVISION ORDINANCE REVIEW AND UPDATE
(Proposed)

In accordance with the Subdivision Map Act—Division 2 (Section 664201 et seq.) of the California Government Code, the City has adopted a Subdivision Ordinance to regulate and control the design and improvement of subdivisions, including the requirement for tentative and final maps. The City will review its Subdivision Ordinance and amend the ordinance as needed to bring it into conformance with the policies and proposals of this General Plan.

CM-22 UNIFORM BUILDING CODE
(Existing)

The City Building Inspector will apply the provisions of Title 24 of the Uniform Building Code (UBC) to ensure compliance with the policies and proposals of this General Plan.

CM-23 LOCAL SENSITIVE RESOURCE AREAS MAP
(To be adopted as part of this General Plan)

New development will observe the overlay district contained in the General Plan's Local Sensitive Resource Areas (LSRAs) Map (*refer to Figure 10-2 in the Resource Conservation & Management element*) to determine the appropriate areas for roadways within proposed subdivisions.

The first step in the process of identifying the problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the relationships between these factors. Once the causes of the problem have been identified, the next step is to develop a plan of action to address the problem. This involves identifying the steps that need to be taken to address the problem and determining the resources that will be needed to implement the plan.

Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Once the plan has been implemented, the next step is to evaluate the results of the implementation. This involves comparing the results of the implementation with the goals that were set at the beginning of the process and determining whether the goals have been achieved.

The final step in the process of identifying the problem is to communicate the results of the process. This involves sharing the results of the process with the relevant stakeholders and determining whether any further action is needed. Once the results of the process have been communicated, the process is complete.

The process of identifying the problem is a continuous process that requires ongoing communication and collaboration between all stakeholders. It is important to remember that the process of identifying the problem is not a one-time event, but rather a ongoing process that must be repeated as new information becomes available.

The process of identifying the problem is a critical part of the problem-solving process. It is important to take the time to carefully identify the problem and its causes, as this will ensure that the plan of action that is developed is effective. By following the steps outlined in this document, you can ensure that you are taking a systematic and thorough approach to identifying the problem and developing a plan of action to address it.

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Chapter 9

Open Space & Recreation

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Chapter 9 Open Space & Recreation



A. Introduction

The maintenance of open space, or land and water, in a largely open physical state is crucial to the well-being of any community. Open space not only provides the critical functions of resource and habitat preservation but also allows visual and physical access to those resources and their associated recreational opportunities. Open space also allows for the managed production of agricultural, forestry, mineral, and other important resources. Human beings are drawn to open space as a respite from the “hardscape” of roadways and buildings. Both developed parklands and undeveloped natural features create organizing elements around which neighborhoods and towns often are centered or oriented. Open space also defines the limits or edges of a community’s urban development and the beginning of agricultural production or resource management.

The Sacramento River is one of the City’s most spectacular natural resources. This large open space not only contains valuable riparian habitat but also is the conduit of transportation and economic activity that provides great economic value to the urbanized areas along its banks. Access to and views of this resource are extremely important to both the history and identity of Rio Vista.

The Open Space & Recreation element provides goals, policies, and implementing actions for acquiring, developing, using, and preserving parks and open space over the long term. The main themes of this element are (1) using cost-effective methods of acquiring open space; (2) developing a trail system that integrates and connects with regional trail systems surrounding Rio Vista; and (3) providing and maintaining adequate City parks, recreation facilities, and other public spaces for current and future residents. Although agricultural lands comprise the vast remainder of the City’s open space resources, the goals, policies, and

implementing actions pertaining to agricultural lands are discussed in the Resource Conservation & Management element of this General Plan.

During the Town Hall workshops and meetings that initiated the General Plan update, the following critical community concerns emerged:

- Preserve open space.
- Enhance and improve access and the appearance of the riverfront as a community resource.
- Provide more recreational opportunities and developed parklands of all kinds.

B. Purpose and Authority

The State of California recognizes the importance of open space and resource conservation through the Government Code's requirements and objectives for this element: the recognition of open space as a valuable resource for its own sake, the coordination of local policies with state and regional policies, and the use of open space to preserve environmentally sensitive natural areas and habitat. State Government Code Section 65560 defines open space land as "any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of: (1) preservation of natural resources, (2) managed production of resources, (3) outdoor recreation, and (4) public health and safety."

The State encourages, but does not require, the General Plan to include a parks and/or recreation element. Since recreation is an important concern of Rio Vista residents and since park facilities and recreational opportunities cannot exist without open space, this element includes parks and recreation issues, goals, and policies as an integrated whole.

This General Plan proposes the development of a network of open spaces to provide relief from urbanization, access to natural areas, and the ability to travel along open space corridors to reach destinations throughout the City. The network would create a series of contiguous and non-contiguous open space parcels that bear a positive and direct relation to each other. Other elements of this Plan propose land use, conservation, and boundary or annexation policies that seek to preserve the viability of agricultural production and minimize conflicts between urban and agricultural activities (*see the Land Use, Planning Constraints & Boundaries, and Resource Conservation & Management elements*).

The Open Space & Recreation element is intended to fulfill three purposes:

- Meet State of California legislative requirements for the mandatory General Plan Open Space element.
- Integrate the discussion of open space with recreational opportunities and facilities, including parkland, and pedestrian and bicycle access.
- Provide specific parks, open space, and recreation development policies and standards that function as a master plan for community facilities in addition to the broad policy framework of a general plan element.

The scope of issues addressed in the Open Space & Recreation element overlaps with other elements of the General Plan. This element should be used in combination with other elements to ensure full implementation of all General Plan resource-related policies.

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C. The Rio Vista Principles: Implementing the Community Vision

The community vision and planning principles that most directly relate to the Open Space & Recreation element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ☐ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ☐ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- ☐ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*
- ☐ *New development should create complete neighborhoods rather than a series of subdivisions that are indistinguishable from those in other communities.*
- ☐ *Parking lots should not dominate street frontage, public spaces, or buildings.*
- ☐ *Community identity should be strengthened with attractive entryways on Highway 12, Main Street, and River Road.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ☐ *The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located in the downtown and adjacent areas.*
- ☐ *Redevelopment of Rio Vista's downtown and waterfront should create economic vitality and an atmosphere for walking and shopping. Historic building facades should be restored, and new projects should be linked to their surroundings.*
- ☐ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*
- ☐ *Commercial development along the Highway 12 corridor should not displace or preempt investment from the downtown or along the existing developed corridor.*

PROVIDE ADEQUATE LEISURE AND RECREATION OPPORTUNITIES FOR ALL RIO VISTA RESIDENTS

- ☐ *A range of parks, from tot-lots and village greens to ball fields and parkways, should be distributed within all of Rio Vista's neighborhoods. Existing parks should be maintained and new parks should be provided as new neighborhoods are developed.*
- ☐ *New development should provide adequate recreation opportunities. Standards for parks, recreation facilities, and trails – and financial mechanisms for their operation and maintenance should be developed by and required of every new development.*

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY HEALTHY AND RESPONSIBLE MANNER

- ❑ *Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity.*
- ❑ *Rio Vista should continue its tradition of cooperation with private nonprofit agencies and other public agencies, to provide essential services for youth, seniors, the economically disadvantaged, and those in crisis.*
- ❑ *Adequate public facilities—sewer, water, transportation, public safety, parks, recreation, education, and others—should be in place or assured in a timely fashion before new development projects proceed.*
- ❑ *The Rio Vista Airport is a vital public facility and economic resource; new residential development must take steps to ensure that its viability is not threatened.*

D. Setting

Rio Vista has a strong orientation to the Sacramento River and to the rich agricultural lands of the Central Valley. Locally, the Montezuma Hills are farmed in a method known as “dry land farming,” producing grain and grass crops without expensive irrigation. The City’s location on the river historically allowed for steady trade with the supply barges that moved up and down the river. Today, the riverfront is devoted to service craft (dredgers and shoreline maintenance operations), a few commercial fishermen and, primarily, pleasure craft. One of the City’s neighborhoods backs up on the river, while a portion of the City’s industrial land faces the river north of the Helen Madere Bridge (commonly referred to as the Rio Vista Bridge). The area between the bridge and Main Street has been the focus of numerous efforts to better utilize the riverfront and integrate it with downtown activity. These efforts remain important goals for the community.

Rio Vista’s setting encourages outdoor activities. The Sacramento River provides a place for both active work and recreation. Various river sports, such as water skiing, sailing, sailboarding, swimming, and fishing, contribute to the economic and overall health of the community. The historic neighborhoods and downtown present a very walkable environment, although post-World War II developments are more auto-dominant and less connected to the downtown core.

EXISTING OPEN SPACE IN THE RIO VISTA VICINITY

Rio Vista’s rich combination of hills, farmland, and river provides the traditional economic base of the community, as well as spectacular views and open space. Important open spaces lie within and adjacent to the City, and along the Sacramento River; marshlands mark the eastern floodplain of the river to the north of town, with the Montezuma Hills to the south. Rio Vista is surrounded by agriculture, primarily grazing and “dry farm” lands on the north, west, and south. The following describes key open space components of the Planning Area.

MONTEZUMA HILLS

The Montezuma Hills lie to the west and south; these landforms create the hilly topography of the historic neighborhoods and the later neighborhoods that extend from the water tank to State Route 12 (commonly referred to as Highway 12). The rolling terrain levels out gradually toward Highway 12 and Church/Amerada Roads. A more abrupt shift in elevation occurs over a 1-mile stretch north of Highway 12 and east of Church Road but is more pronounced on the south side of Highway 12. The hilly terrain is very pronounced south of the existing neighborhoods and the high school (Esperson property).

The Montezuma Hills are the most significant topographic feature of the Planning Area. The preservation of landform can create places for long views, natural drainage flows, public open space, and protected habitat. These hilltops also create opportunities for visual connections to the existing neighborhoods south of Highway 12.

SACRAMENTO RIVER AND THE DELTA

To the east of Rio Vista is the Sacramento River. The Sacramento River is a major presence in the City from the former Army Reserve Base north to the Rio Vista Bridge at Highway 12. The City boat launch is located adjacent to City Hall at Main Street; the fishing access park and pier are located adjacent to the bridge. Great potential exists for public access and enjoyment of the riverfront at the former Army Reserve Base site and in the area between Main Street and the bridge.

North of Highway 12, the areas immediately adjacent to the Sacramento River are predominantly industrial and commercial outdoor storage yard uses, with some residential mixed in. State Highway 84 (River Road) parallels the river, except for several areas where privately owned parcels have been developed in various uses. Little potential for public open space or recreational facilities exists here due to the proximity of the roadway and the developed uses.

HISTORIC DOWNTOWN CORE AND SOUTH OF HIGHWAY 12

Several small neighborhood and community parks and recreation facilities are located in these historic neighborhoods, including the City swimming pool at Bruning Park. Rio Vista High School and Riverview Middle School also are located in the area, providing open space and recreational opportunities in the form of turf fields. The 500-acre Esperson Ranch, a large property annexed by the City in 1991 and planned for development, contains numerous hills and drainageways that have been proposed for trails and/or viewpoints elsewhere in the General Plan (*see the Community Character & Design, Circulation & Mobility, and Resource Conservation & Management elements*).

NORTH OF HIGHWAY 12

The area from Highway 12 to Airport Road and farther north contains a wide range of land uses, including residential neighborhoods constructed in the 1950s and 1960s; recent subdivisions; the City's business park (former airport); and other general business, warehousing, storage, and industrial uses. The City's major active recreational center, Egbert Field, is located on St. Francis Way—in the industrial-zoned district and near most of the residential neighborhoods. Two small neighborhood parks, a future park site owned by the City, and D. H. White Elementary School also are located in this area. A large drainageway and floodplain lies between the north edge of the older residential neighborhoods and the industrial districts. This riparian area lies within the Los Ulpinos property, proposed for future development. (*Parts of the property's overall plan for development also are discussed in the Circulation & Mobility and Resource Conservation & Management elements – potential trail routing, open space for habitat protection, and drainage.*)

NORTH OF AIRPORT ROAD

A large expanse of open land and some developed urban uses lie north of Airport Road within the city limits. All of this area (about 800 acres) is within the boundaries of the Delta Protection Commission (DPC), a state agency that governs the Sacramento River Delta watershed (*see the Planning Constraints & Boundaries element*). Rio Vista's General Plan must conform with this

agency's policies, which require that uses in the area be restricted to agriculture and open space—except for areas within the city limits that were zoned for development prior to the creation of the DPC in 1993. This exception includes (1) an area of about 120 acres located east of Church Road, including the former City dumpsite that is designated for manufacturing uses; (2) the existing site for the proposed Northwest Wastewater Treatment Plant (NWWTP); and (3) the developed industrial/storage uses along River Road. A relatively large area of City ownership will remain open even after the construction of the NWWTP, which may provide further opportunities for public access and/or recreational use—particularly for passive activities such as nature or hiking trails.

SUMMERSET/TRILOGY, GIBBS AND BRANN RANCHES

Over 1,400 acres lie within three properties north of Highway 12 and west of Church Road: the SummerSet/Trilogy senior housing development (800+ acres); and the Gibbs and Brann Ranches, proposed for conventional housing (320+ acres each). SummerSet/Trilogy is currently under development and includes a commercial golf course and private recreational facilities for over 3,500 homes, with about 500 houses constructed to date. The golf course and some of the private recreation facilities are already in operation. These private facilities fulfill the immediate recreational needs of the residents but do not provide community recreational facilities, such as sports fields, trail systems, or larger community/regional open space opportunities. As outlined in previous development agreements, the Gibbs and Brann Ranches are expected to include both community and neighborhood recreational facilities and one elementary school site.

OUTLYING AREA—NORTH, SOUTH, AND EAST

Areas surrounding Rio Vista will remain in a mix of open space uses, including agriculture, drainageways, habitat areas, and floodplain. All of these areas are presently zoned Agriculture with large parcel sizes. The Sacramento County General Plan precludes urban services or private utility systems that would allow development directly across the river from Rio Vista. In Solano County, an election must be held on any parcel proposed for conversion from open space to a more intensive use.

The Trail and Open Space Corridor Opportunities Map shown in *Figure 9-1* indicates open space opportunities created by topography, drainage, and biological habitat present in the Planning Area. The Community Character & Design and the Resource Conservation & Management elements also discuss opportunities and constraints posed by environmental characteristics (*Note: Figure 9-1 serves also as the Sensitive Local Resource Areas Map shown in Figure 10-2*).

OPEN SPACE OPPORTUNITIES

The Rio Vista General Plan considers two broad types of parkland: active and open space or passive. Within these broad categories, the Plan provides for specific types of park development and uses. *Table 9-1* describes the types of open space parklands within the City of Rio Vista.

Table 9-1
TYPES OF OPEN SPACE PARKLANDS

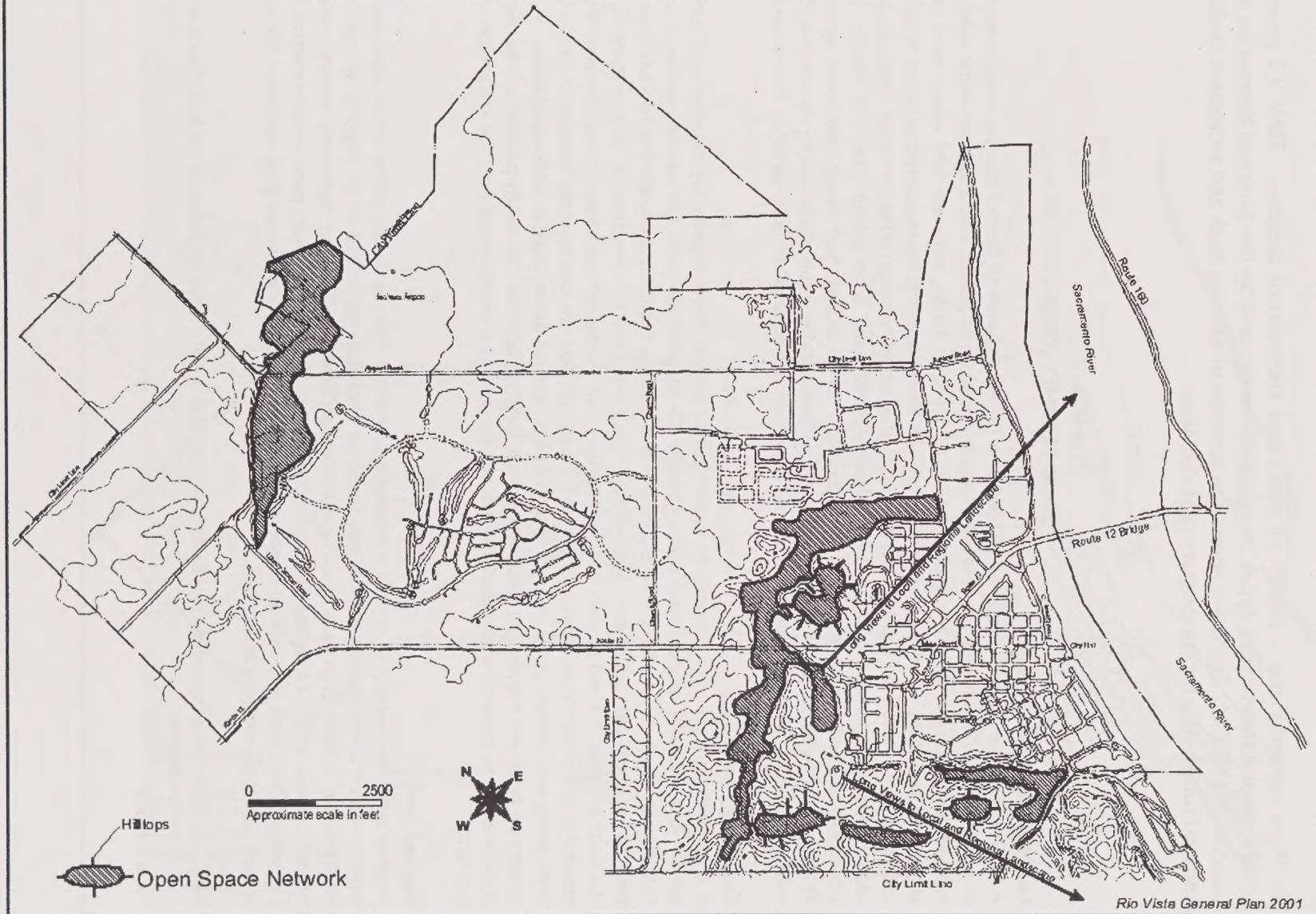
"Active" Parklands

Traditional parklands refer to open space that provides a variety of active facilities for City residents. These sites are generally the type of facilities most people envision when describing a park. Traditional parklands typically include facilities such as ball fields, multi-use turf areas, hard court areas, and picnic tables. The City has classified its active park sites into a hierarchy of three categories: neighborhood, community, and city-wide (regional) parks. The hierarchy is based on a number of factors, including the size of the site, facilities provided, location, and area served. Definitions for each type of active park are shown in Table 9-2. Park standards are provided in Table 9-5, and siting criteria in Table 9-6.

"Open Space or Passive" Parklands

Non-traditional parklands refer to open space areas such as vernal pool preserves, riparian areas, and marshlands. Passive parklands may also include areas with unique topographical features or portions of gas well site. These lands may be used as passive recreational areas for visual and aesthetic enjoyment. In addition, such areas may accommodate bikeway or other trail connections. Recognizing that non-traditional parklands provide some recreational opportunities, the City has identified the potential recreational value of these lands in meeting the park acreage requirement. Recreational value is primarily defined here as a measure of public accessibility to passive recreational opportunities. This value may be increased through improvements such as bike trails, signage, and pedestrian pathways to increase accessibility by recreation users.

**Figure 9-1
TRAIL AND OPEN SPACE CORRIDOR OPPORTUNITIES**



EXISTING CITY PARKS AND RECREATION FACILITIES IN RIO VISTA

Rio Vista currently has a variety of parks and recreational facilities. *Table 9-2* provides the definitions of different park types, as generally recognized by the National Recreation and Park Association (NRPA). *Figure 9-2* shows the location of existing park and recreation facilities, and potential future sites for community park facilities.

Table 9-2
PARK DEFINITIONS

Neighborhood Park

A neighborhood park can generally be defined as a landscaped park of limited size for passive recreation of all ages, but with designated active areas. Neighborhood parks provide scenic and aesthetic value. Typical improvements found at neighborhood parks include athletic fields, multi-use turf areas, hard courts and playground equipment. Neighborhood parks fall into two categories: those located adjacent to school sites and those that are not. In general, facilities located adjacent to school sites are larger (typically 6-8 acres) and provide more active facilities; while those located away from school sites are smaller (generally 1-5 acres) and provide more passive facilities, such as picnicking, turf areas, and some natural areas. Neighborhood parks serve the recreational needs of people living within a one-quarter-mile radius (5 minutes walking distance). This park type includes small "neighborhood squares" or "mini-parks" of 2 acres or less.

Community Park

A community park provides recreational opportunities beyond those supplied by neighborhood parks and is usually larger than a neighborhood park (typically 10-20 acres or more but can be smaller if community facilities are located there). Most regulation fields and active facilities are located in community parks. Such facilities as youth baseball, soccer, and softball fields are sited in "complexes" of four or more to allow for the most efficient use and support facilities such as rest rooms and concession stands. Community buildings, indoor recreation facilities, tennis courts, and swimming pools are also typically located in community parks. Such parks may contain picnic grounds and pathways, natural areas, passive landscaped areas, or resource protection areas and require ample car and bicycle parking facilities. Community parks are expected to draw from outside the immediate neighborhood but may function as a neighborhood park for the area in which it is located.

Regional Park

Regional parks are identified as unique recreational centers that serve the entire urban population. These extensive park areas provide service and facilities that are specialized or of regional interest. Typical facilities may include large open space areas; large group picnic facilities; restrooms; nature centers; trail systems; scenic drives; campgrounds; community centers; libraries; swimming pools; water-oriented facilities for boating, swimming, and fishing; competitive sports fields; outdoor arenas; play equipment for varied age groups; tennis courts; and concessions.

Note: The shared use of school and park facilities is addressed in the Schools component of the Public Facilities & Services element.

**Figure 9-2
EXISTING CITY PARKS AND RECREATION AREAS**

Parks Legend

BL	Boat Launch
HS	High School
MS	Middle School
ES	Elementary School
P	Park
FP	Fishing Pier

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NEIGHBORHOOD PARKS

The City of Rio Vista has five neighborhood parks, as described below.

- **Buena Park** (2.0 acres) has a large turf area and pedestrian paths. The historic Chinese and Japanese cemetery, located in the eastern section of the park grounds, is not designated as such, nor is it presently separated from the remainder of the park facility. The remainder of the park is mostly passive open space. Although its small size and lack of active facilities classify the site as a neighborhood park, it has community-wide appeal because of its historic and cultural importance.
- **Crescent Park** (0.2 acre), located on North Crescent Drive near downtown, is a neighborhood tot lot and playground. The site contains a turf area with play equipment. Most of the equipment is in need of replacement to meet Americans with Disabilities Act and state safety standards.
- **Drouin Park** (1.1 acres) is located on Drouin Drive and serves a neighborhood developed in the 1970s. The park has a turf field and playground equipment. Like Crescent Park, much of the equipment needs to be replaced.
- **Homecoming Park** (1.0 acre) is located in the Homecoming Subdivision, off Airport Road. The park has a grassy area, a neighborhood tot lot, picnic tables, and a barbecue area.
- **Sierra Park** (0.1 acre) is located at the intersection of Main Street and Sierra Drive. This park is a passive, landscaped area with no active play equipment. The park is primarily a visual resource that lends character to the neighborhood.
- **D. H. White School Park** (0.7 acre) is adjacent to D. H. White Elementary School, on Elm Way. The park is primarily a playground and is used by both the neighborhood and school children. The grounds are owned by the River Delta Unified School District; the equipment is owned by the City. This equipment also needs to be replaced.
- **Trigueiro Park** (3.2 acres) is an undeveloped park site located behind the D. H. White Elementary School.

COMMUNITY PARKS

The City of Rio Vista has two community parks, as described below.

- **Bruning Park** (1.4 acres) is located on Montezuma and Third Streets, adjacent to the downtown area. This park contains the City's public swimming pool and rest rooms. It is well-used by Rio Vista residents, including the high school swim team and local swim clubs. Picnic tables are also on the grounds. The park is a well-known community gathering place for various events.

- ***Egbert Field*** (5.0 acres) contains one youth baseball and one adult/Babe Ruth baseball or softball field, rest rooms, bleachers, and a concession stand. The baseball/softball fields are also used for youth soccer.

REGIONAL PARKS

One regional park, described below, is located adjacent to the city limits.

- ***Sandy Beach Regional Park*** (10± acres) is located immediately south of the City's wastewater treatment plant. It is operated and managed by Solano County under contract to the U.S. Army Corps of Engineers. The facility contains a two-lane boat launch ramp, parking area, picnic tables, campsites, and a swimming beach. The park is available to the entire City.

WATER-RELATED RECREATION FACILITIES

Due to the City's proximity to the Sacramento River, water-related recreation facilities are also located within the City, as described below.

- ***Fishing Access and Pier*** (0.4 acre) includes a lighted fishing pier and fish-cleaning facilities. Plans to update these facilities are included in the Waterfront Redevelopment Plan.
- ***Main Street Public Dock and Boat Launch*** (3.5 acres) is located east of Main Street, adjacent to City Hall. Facilities provide boat launching, picnicking, and recreational fishing. Improvements include a two-lane boat launch ramp, boater parking area, picnic tables, restrooms, dock facility with four moorings, and drinking fountains.

OTHER RECREATION FACILITIES

- ***Rio Vista Museum*** (0.2 acre) is located on North Main Street and houses the City's historic collections.
- ***Senior Center*** (0.6 acre), located on City property adjacent to City Hall, is operated by Citizens for Seniors. The center provides a lunch program and recreational activities for seniors.
- ***Youth Center*** (0.2 acre) is operated during summer by the City to provide recreational programs to the City's youth aged 5 - 14 years. Programs such as arts and crafts, field trips, and games are conducted Monday through Friday from 9 a.m. to 5 p.m. The Youth Center is located on Sacramento Street.
- ***Trilogy Golf Club*** includes a privately owned and operated golf course located in the Trilogy development of senior housing. The golf course is open to the public.
- ***Rio Vista Marina*** is a privately owned and operated marina facility on the Sacramento River, south of the downtown area. The facility provides docking, boat storage, and related commercial services.

- *Bicycle and pedestrian paths* are included in this element to the extent that they can be considered recreation oriented and may meet the parkland dedication requirement. *(The primary discussion of bicycle and pedestrian paths is found in the Circulation & Mobility element of this General Plan.)*

NATURAL GAS WELL RESERVE SITES

Natural Gas well reserve sites are found throughout the City of Rio Vista and represent potential passive open space lands available within the City's urban development fabric. However, as the State's energy needs increase, natural gas exploration, drilling, and production activities will expand to more areas within the city limits. Each gas well site uses an area approximately 300 feet in diameter for the duration of the production. While initial drilling usually lasts a few weeks, gas well site production can occur over a period of up to 50 years. Consequently, environmental issues, such as nuisance potential, noise, public health and safety, resource conservation, and water quality, must be addressed during the planning process for open space and recreational use of these sites.

The City's Hydrocarbons (Natural Gas) Ordinance regulates the drilling and production operation through the Conditional Use Permit process, in order "to promote the economic recovery of natural gas in a manner compatible with surrounding land uses and protection of public health and safety." This ordinance, along with park standards for gas well sites, are tools that can be used by the City, developers, and natural gas companies to guide safe and appropriate use of these sites. *(Discussions related to gas well reserve sites are also found in other elements of this General Plan, including Community Character & Design and Safety & Noise.)*

E. Outlook

OPEN SPACE/TRAILS

The open space needs of a community can generally be categorized as (1) lands necessary for preservation of biological and natural resources, (2) lands for the production of managed resources (such as agricultural preserves), and (3) open space used for outdoor recreation. This element addresses the first and third of these types of open space or passive parklands. (*The Resource Conservation & Management element addresses the conservation and management of the City's open space resources.*)

OPEN SPACE

A substantial area surrounding Rio Vista that functions as open space is not necessarily managed to serve that purpose—the Sacramento River Delta and surrounding agricultural land are examples. The City's natural open spaces and features, such as drainageways, riparian vegetation, and topography, provide Rio Vista with a unique identity. Along with these swales and riparian corridors, the natural landform of the Montezuma Hills is a key feature that contributes to the community's character. *Figure 9-1 illustrates potential open space opportunities that the City will consider when reviewing all development projects.*

The Open Space & Recreation element provides policies for preservation of these natural open space areas to ensure that these areas are considered in the future planning and design of development areas. Lands adjacent to existing and future parks, residential developments, the waterfront, and school sites are potential contributors of passive open space. In addition, the many natural gas reserve sites in the City provide excellent opportunities for passive recreation. (*Policies related to conservation and integration of these natural features also are found in the Resource Conservation & Management and Community Character & Design elements.*)

TRAILS

In evaluating the City's parks needs through this General Plan update, an open space network was recognized as being necessary to provide linkages throughout the City. Park sites and other public spaces are vital components of this network. As the City grows, preservation of an open space network becomes key to maintaining these linkages. (*Trail connections are identified on the Trails and Pathways Map in the Circulation & Mobility element to provide a means of unifying recreational opportunities between the waterfront, parks, and other inland recreation areas.*)

TRAILS DEDICATION

To ensure the establishment of trails connections and development of the network, the General Plan contains policies that will require the dedication of land and/or constructed improvements to accomplish this objective. The City has established a dedication requirement policy of 1 mile of developed trail or 3 acres of trail corridor space per 1,000 residents, whichever is greater. The trail standard is based on a needs analysis conducted as part of this General Plan update and was considered in preparing the Trails and Pathways Map.

In calculating the trail required corridor acreage for trails, corridor width was presumed to average 25 feet, but can be much wider (an entire swale or hillside, for example) or narrower. Credit toward the corridor space standard of 3.0 acres/1,000 residents can be given for any corridor or passive space that includes a corridor, so long as both the linear and acreage standards are met. The area standard is calculated as follows:

- 1 mile (5,280 linear feet) X 25 linear feet (average width) = 132,000 square feet.
- 132,000 square feet/43,560 square feet= 3.03 acres.

This figure has been rounded to establish a 3-acre per 1,000 residents development standard. This standard may include trails on public and redevelopment lands (e.g., the former Army Reserve base and downtown/waterfront), as well as those required within private development projects.

If trails are included in the street rights-of-way, they are credited toward the City's roadway impact fee for the particular development project. Any development fee for trails will be based only on the mileage of trails not included in street rights-of-way, as those are already included in the roadway impact fees.

TRAILS STANDARDS

Trails may include separated pathways alongside collector and arterial streets that are located within or adjacent to private development sites. Illustrations of typical trail standards are shown in *Figure 9-3*, *Figure 9-4*, *Figure 9-5*, and *Figure 9-6* on the following pages.

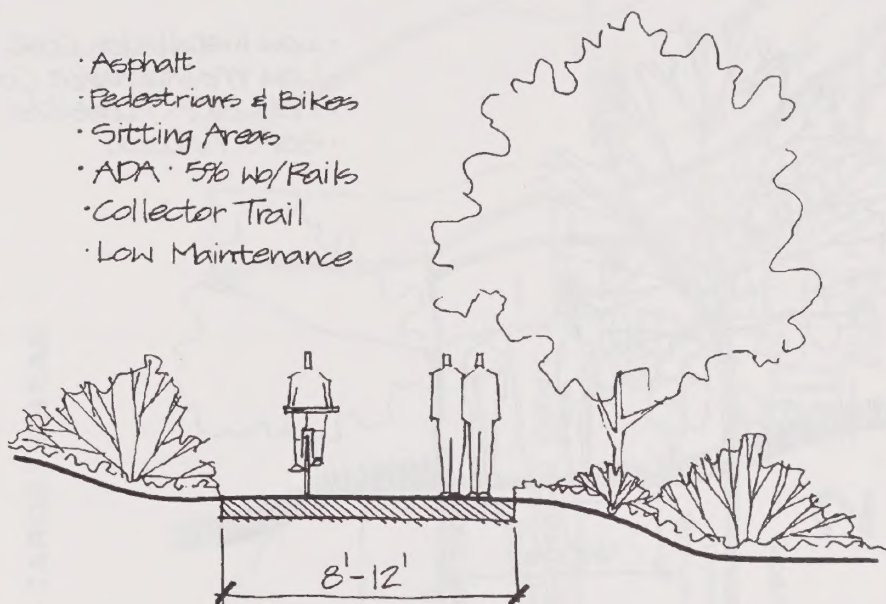
PARKLANDS

PARKLAND NEEDS

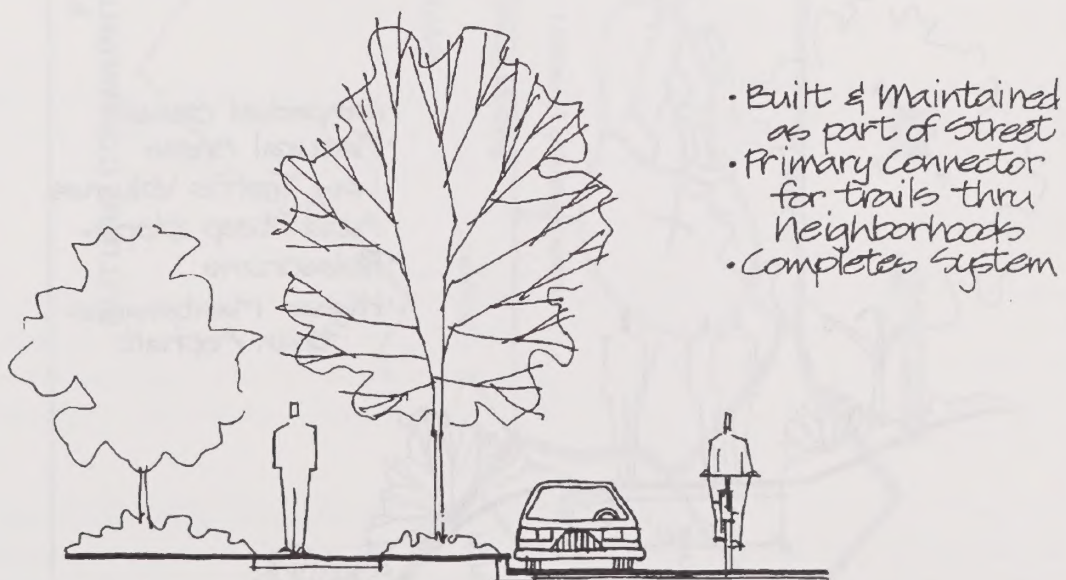
The potential buildout of the Plan area, as described in Chapters 3 and 4, is 24,000 persons. Approximately 18,000 persons will reside in unrestricted housing units; 6,000 senior residents will live in the Trilogy subdivision. Since Trilogy provides neighborhood parks and active recreational facilities for its residents, the City's active parkland needs at General Plan buildout are based on the unrestricted housing population. It is estimated that, upon buildout of the General Plan, approximately 68.4 acres of active parkland will be needed. *Table 9-3* provides a breakdown of the existing and future parkland needs, and *Figure 9-7* identifies the general target areas for future community parks.

As the population increases and demographics shift, continual assessment will be required to determine whether the quantity and type of parkland are meeting the changing needs of City residents. The City's Parks and Recreation Commission is a nine-member body responsible for reviewing parks and recreational facilities/programs, and for making recommendations to the City Council. The Commission and the Council will plan and evaluate the City's parks and recreational facilities by applying the parks definitions, standards, siting criteria, and guiding policies of this General Plan. Since this General Plan does not anticipate the City expanding beyond its current boundaries, the City has considered all potential recreation areas extending into the urban reserve.

**Figure 9-3
PRIMARY TRAIL CORRIDOR**

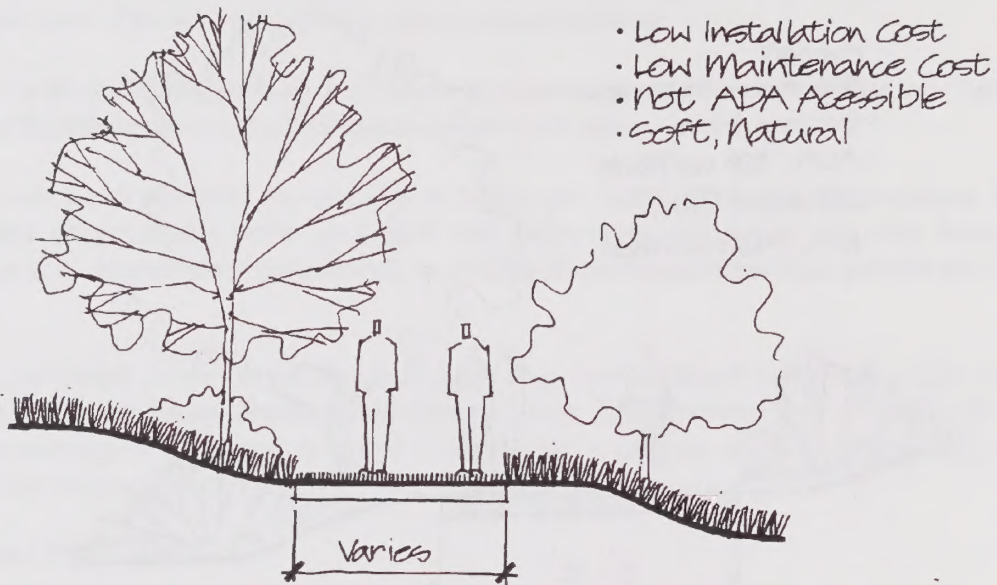


**Figure 9-4
STREET SYSTEM TRAIL CORRIDOR**

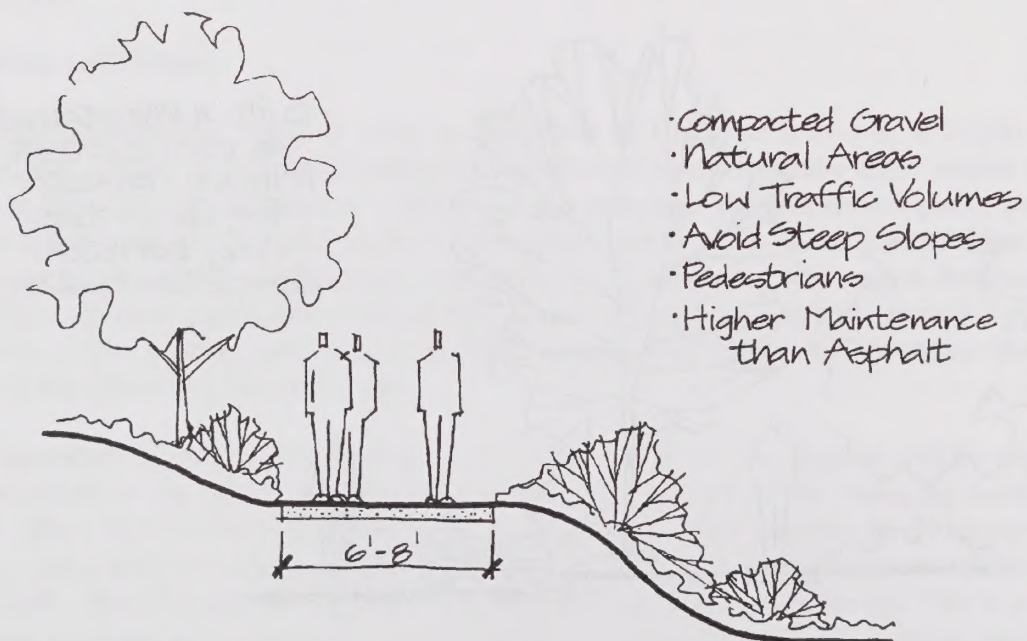


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**Figure 9-5
GRASS TRAIL CORRIDOR**

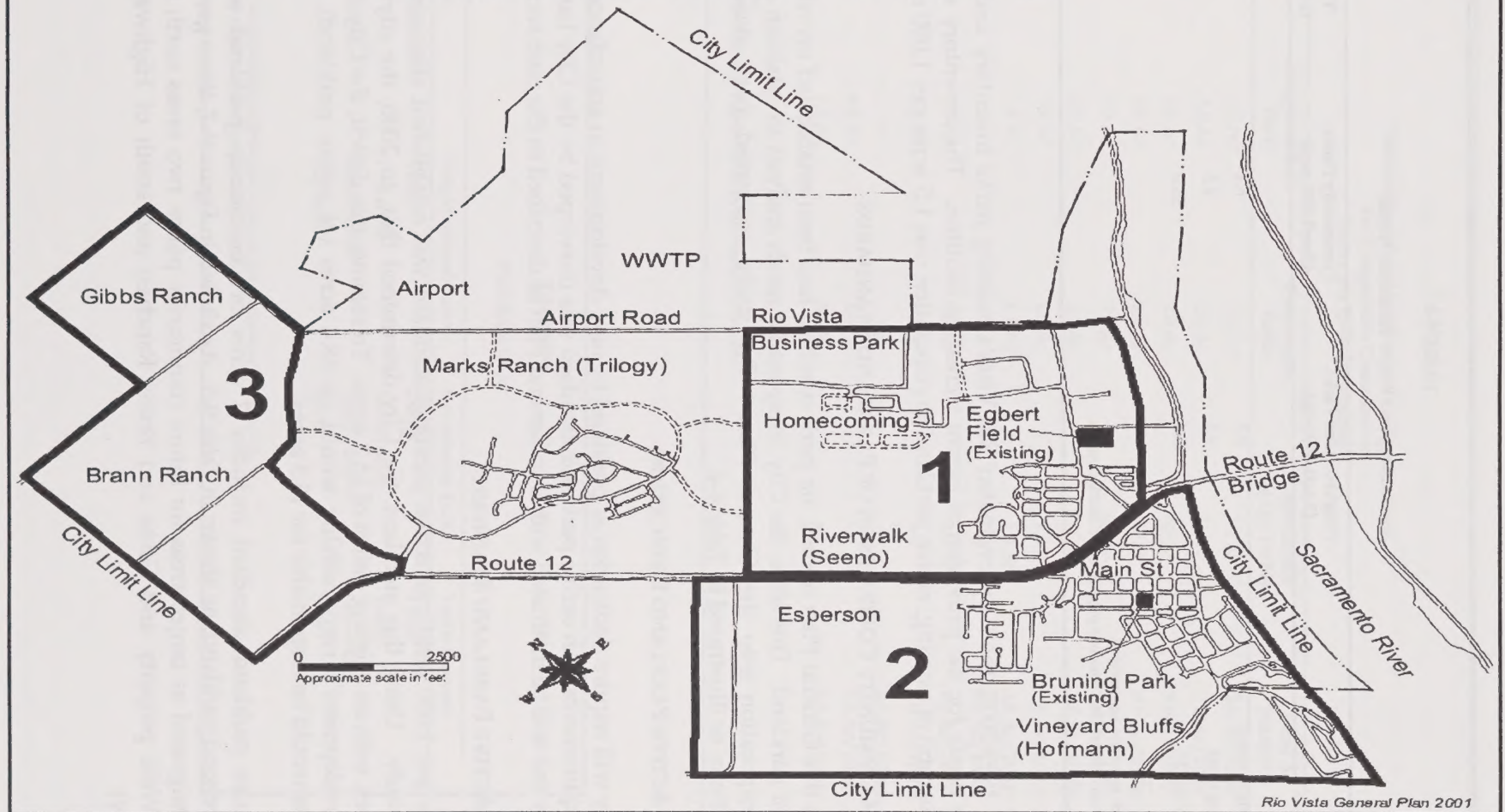


**Figure 9-6
LOW VOLUME TRAIL CORRIDOR**



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**Figure 9-7
FUTURE COMMUNITY PARKS - TARGET AREAS**



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TABLE 9-3

Existing and Future Parklands Needs

	Neighborhood Parks (3 ac/1,000 pop)	Community Parks (2 ac/1,000 pop)	Trail Network (1 mi/1,000 pop)
Existing acreage	5.1	6.4	— ^a
Existing need	9.3	4.3	18
Future need ^b	35.4	33.0	18

^a Specific inventory unavailable.^b Based on General Plan buildout population of 18,000 persons.

During 1999-2000, the City evaluated Rio Vista's existing parks inventory and then analyzed acreage needs for the provision of future recreation facilities. The inventory showed that, by 2000, the ratio of existing, active parkland to population was 1.5 acres per 1,000 residents.

COMMUNITY COMPARISON OF PARKLAND STANDARDS

Prior to this General Plan update, no park standard had been established on which to base the deficit of parkland. Therefore, the City completed a needs analysis to establish a park standard for incorporation into the General Plan. The study compared park standards of other jurisdictions, as illustrated in *Table 9-4*.

ACTIVE PARKLAND DEDICATION

The City will require dedication of parkland by new development in accordance with state and local requirements. An active parkland standard was developed by the City based on its needs analysis and will be instituted with this General Plan as described in the next section.

ACTIVE PARKLAND STANDARD

A 5-acre per 1,000 residents active parkland standard was established after completion of the needs study. Using this standard, the City determined that, in 2000, the citywide need was 83.7 acres, with an existing deficit of 15.3 acres. To remove this deficit, the City determined that new development's responsibility would be 68.4 acres (of active parkland), while existing residents would be responsible for 15.3 acres.

The 5-acre parkland standard includes 2 acres of community parkland and 3 acres of neighborhood parkland, as shown in *Table 9-5*. As shown in *Figure 9-7*, three general areas have been designated as target areas for future community parks: two areas north of Highway 12 (River Walk property and Gibbs and Brann Ranches) and south of Highway 12 (Esperson property).

TABLE 9-4

**Jurisdictional Parkland Dedication Requirements
for Comparable Communities
(Acres per 1,000 Population)**

City	Neighborhood Park	Community Parks	Specialized (e.g., Trails)	Total Ac Standard
Rio Vista	1.0 Ac ^a	1.6 Ac ^a	N/A ^b	2.6 Ac/1000
Suisun City	5.0 Ac	2.5 Ac	N/A ^b	7.5 Ac/1000
Fairfield	3.0 Ac	2.0 Ac	N/A ^b	5.0 Ac/1000
Merced	3.5 Ac	1.5 Ac	N/A ^b	5.0 Ac/1000+
West Sacramento	2.0 Ac	3.0 Ac	N/A ^b	5.0 Ac/1000
Petaluma	2.0 Ac	3.0 Ac	N/A ^b	5.0 Ac/1000+
Davis	1.8 Ac	1.8 Ac	1.2 Ac	4.8 Ac/1000+
Vacaville	1.8 Ac	1.7 Ac	1.0 Ac	4.5 Ac/1000+
Pleasanton	---	---	---	5.0 Ac/1000+
Livermore	2.0 Ac	2.0 Ac	3.0 Ac	8.0 Ac/1000+
Dixon	1.2 Ac	3.8 Ac	---	5.0 Ac/1000+
Lodi	---	---	---	8.0 Ac/1000+
San Ramon	4.5 Ac	2.0 Ac	---	6.5 Ac/1000
Dublin	1.5 Ac	3.5 Ac	---	5.0 Ac/1000

^b Plus regional/special use.

^a Facilities planned for but no specific number of acres specified as a standard.

TABLE 9-5

Park Standards

Components	Neighborhood Park ^a	Community Park	Trails Network
Per/1,000 population	3 acres	2 acres	1 mile
Desired size	1 - 8 acres	10 - 20 acres	varied
Population served	1,600 - 2,700	5,000 - 10,000	City-wide
Service area	0.25 mile	N/A ^b	N/A ^b

^a This category incorporates neighborhood squares (see definitions in Table 9-2).

^b Geographically dispersed throughout the community.

Neighborhood parks should be a focal point for the local community. They provide space for residents to relax, play, and engage in informal recreational activities. The park improvements should be oriented toward the recreational needs of the neighborhood in which it is located. A neighborhood square is one version of a neighborhood park. These smaller activity areas are usually located in high-density residential areas where the "square" is the central focus of the neighborhood. *Figure 9-8 and Figure 9-9* illustrate prototype drawings of a 3-acre neighborhood square and a large, 5±-acre neighborhood park. Suggested criteria for the siting of active parkland are outlined in *Table 9-6*.

NATURAL GAS WELL RESERVE SITES

Presently, the majority of natural gas well sites in the City are located on undeveloped or agricultural lands. With the development of Summerset/Trilogy and Homecoming in recent years, gas well sites have become an important consideration in subdivision site design. Due to the importance of ongoing natural gas operations, gas well site usage needs to be integrated carefully into future residential developments. Future residents in the vicinity of these sites must be informed of the operations relative to safety, noise, traffic, and duration of these facilities (*see the Safety & Noise element*).

Along with the constraints to land use associated with the gas well sites, their even distribution throughout the Plan area affords an opportunity to create parklands and open space. The linear character of the transmission line easements offers a valuable addition to the trail system. Prior to their operation, gas well reserve sites are to be considered as a neighborhood amenity and treated accordingly. It is the responsibility of the developer and the gas company to consider future potential neighborhood concerns in locating well sites. Accordingly, the City will review proposed locations during the development review process of the sites for mitigation and their compliance with appropriate ordinances (*see the Safety & Noise element*).

A gas well site's approximate 300-foot-diameter is largely a no-build zone, with a relatively small interior portion used for natural gas production. The unused portion of the well site provides additional land that may be dedicated to passive parkland. *Figure 9-10* illustrates the concept of contiguous, usable area adjacent to a gas well site with the potential for parkland dedication.

NATURAL GAS WELL SITE DEDICATION

The rectangular-shaped operations area in the middle of the "clear zone" shown in *Figure 9-10* will not eligible for credit toward the City's park space dedication/improvement requirement or toward park fees. However, the remaining portions of the sites (the "clear zone") will be eligible if part of a contiguous, undivided site no less than 2 acres. This area would be configured as a neighborhood square, as shown earlier in *Figure 9-6*, or larger facility—at a minimum, the site should be usable as an informal play lawn, sitting area, or tot lot.

NATURAL GAS WELL SITE DEVELOPMENT STANDARDS

To integrate natural gas well reserve sites into development areas, the following standards were developed as part of the General Plan update process. *Table 9-7* contains the Gas Well Site Development Standards that will be used throughout the City.

Table 9-6
ACTIVE PARK SITING CRITERIA

All Active-Recreation Parks

- Locate centrally within designated service area
- Provide convenient and safe access for pedestrians, bicyclists, and autos
- Locate with frontage on at least one public street
- Choose sites with interesting or special features
- Locate parks in areas that can be viewed easily for security reasons
- Locate parks so as to link to existing and planned bike trails and other connections
- Avoid locating near possible hazards, such as heavy traffic, well sites, or industrial areas

Neighborhood Parks

- Locate within 0.25 mile of all residents they are designed to serve, to the extent feasible
- Locate frontage on collector streets when possible, especially when adjacent to school sites
- Locate in the interior of neighborhoods, where appropriate
- Utilize undevelopable "remainders" or odd-shaped parcels as additional open space amenities
- Utilize opportunities for preserving natural amenities
- Avoid separation of park and residential areas by major arterial or other barriers
- Limit activities that generate traffic from outside the neighborhood
- Plan for more active facilities when built in conjunction with school sites
- Provide off-street parking when located adjacent to school sites

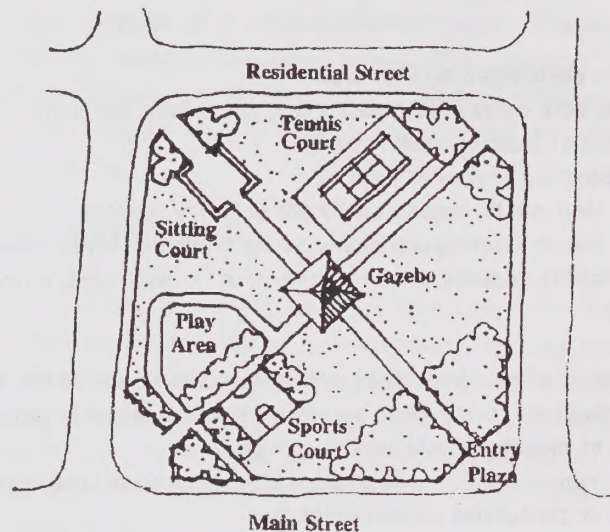
Community Parks

- Locate with frontage on collector or arterial roadways
- Locate near prominent attractions, such as the Sacramento River
- Locate large, active facilities away from residential neighborhoods
- Provide adequate off-street parking

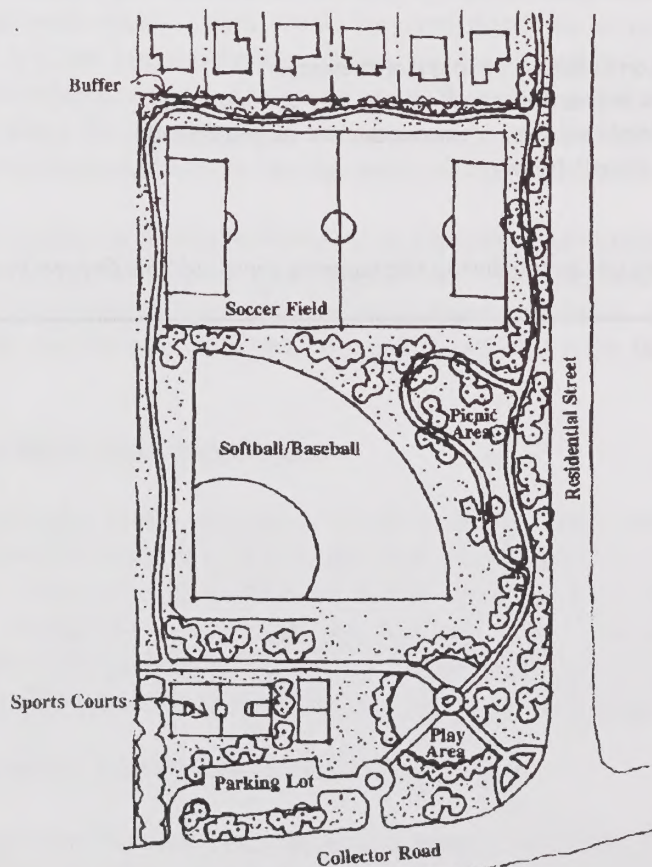
Regional Parks

No new regional parks are anticipated during the planning period of this General Plan.

**Figure 9-8
NEIGHBORHOOD SQUARE PROTOTYPE**

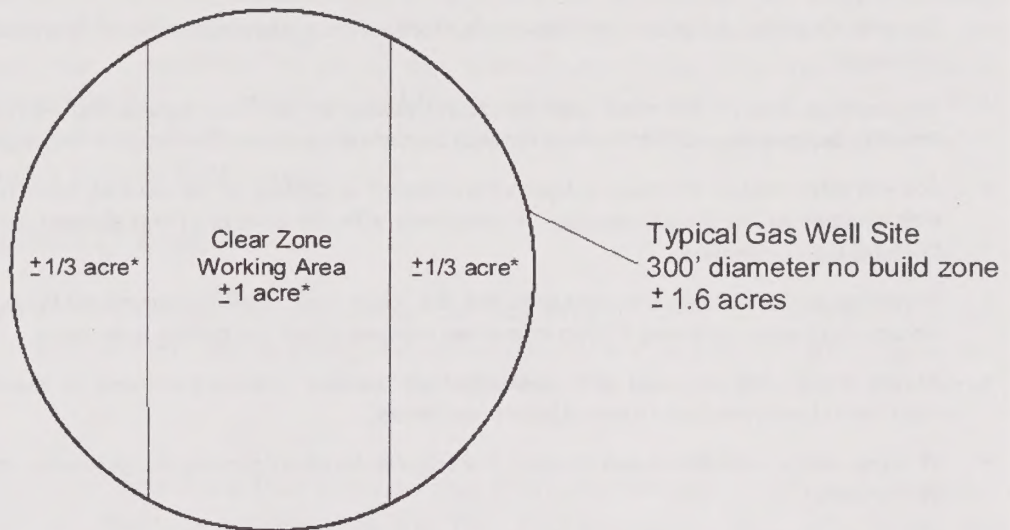


**Figure 9-9
NEIGHBORHOOD PARK PROTOTYPE**

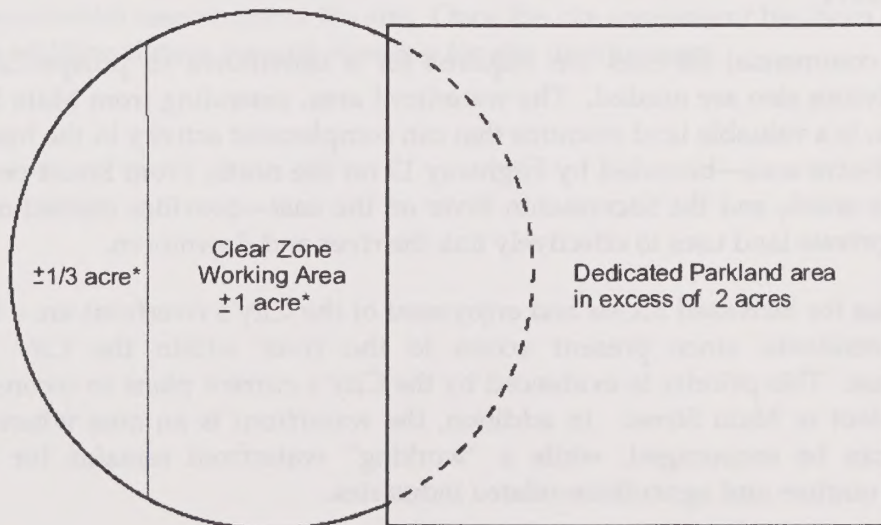


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Figure 9-10
USABLE PARKLAND ACREAGE AT GAS WELL SITE



Gas Well Site with Potential Contiguous Parkland



* Areas not eligible for parkland credit.

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Table 9-7
GAS WELL SITE DEVELOPMENT STANDARDS

- Gas well sites shall be included in passive areas on the perimeter of proposed development projects rather than the interior, whenever feasible.
- Gas well sites shall be located so that roads front on them and the number of lots backing on to them is minimized.
- The working area of the sites shall be clearly delineated both by signage and on-the-ground markers. Specific design approvals for these sites shall be made part of the development review process.
- Gas well sites shall be landscaped. Upon establishment or drilling of the gas well, the site shall be restored with landscaping, by the gas company, in compliance with the policies of this element and the Hydrocarbon (Natural Gas) Ordinance.
- Remaining portions inside the work area and the "clear zone" shall be maintained in landscaping, with any landscaping disturbed during drilling operations replaced after the drilling is complete.
- Access drives shall be paved with all-weather surface and shall be positioned on the site to create the least disturbance possible to the adjacent residences.
- If a gas well is established and remains in place, two levels of fencing and screening are required by the gas company:
 1. A decorative, solid wall or similar structure shall be established around the immediate perimeter of the well/equipment area.
 2. A decorative, transparent fencing, such as wrought iron or similar material, shall be placed around the portions of the work area used for access and maneuvering of trucks and equipment.

WATERFRONT

More than commercial services are required for a downtown to prosper—recreational and cultural activities also are needed. The waterfront area, extending from Main Street to the Rio Vista Bridge, is a valuable land resource that can complement activity in the historic downtown core. This 8-acre area—bounded by Highway 12 on the north, Front Street on the west, Main Street on the south, and the Sacramento River on the east—provides myriad opportunities for public and private land uses to effectively link the river and downtown.

Opportunities for increased access and enjoyment of the City's riverfront are a high priority for Rio Vista residents, since present access to the river within the City is limited and discontinuous. This priority is evidenced by the City's current plans to reconstruct the public pier at the foot of Main Street. In addition, the waterfront is an area where water-oriented recreation can be encouraged, while a "working" waterfront remains for businesses that support the marine- and agriculture-related industries.

Site layout and design play a critical role in the enhancement of, and access to, the waterfront. Proper development of the parcels can provide sweeping vistas of the river, as the City's name "Rio Vista" depicts. Decks and balconies of buildings can face east toward the river. "Stepping down" or tiering building heights from east of Front Street toward the river can maximize river views and the aesthetic enjoyment of the waterfront.

These visions for the waterfront are design concepts contained in the 2001 *Waterfront Conceptual Plan* (David Evans & Associates, 2001), which has recently been completed. This plan will assist the City and developers in implementing General Plan policies pertaining to the Sacramento River waterfront. Public use elements of the Conceptual Plan include a pedestrian boardwalk connecting Main Street and the Rio Vista Bridge, an upgrade of the fishing pier adjacent to the bridge, bank stabilization, and landscaping. The enhanced setting and additional foot traffic are expected to increase the recreational value of the waterfront. New construction, private restoration, and reorientation of existing buildings along the river frontage also will significantly improve this important area of the City. (*Development of the waterfront is discussed in detail in the Community Character & Design element.*)

FORMER ARMY RESERVE BASE

The former U.S. Army Reserve Base, located along the Sacramento River just southwest of the downtown, is presently in the process of being conveyed from the U.S. Army to the City of Rio Vista. The conveyance is subject to the condition that the City use the property for recreational purposes.

In 1998, the *Rio Vista Army Base Reuse Plan* (Economic & Planning Systems, 1998) was prepared to develop a series of goals and objectives for the 23-acre parcel that will guide the redevelopment and reuse of the former Army Reserve Base site. Various options are presented in the plan to provide the City with a range of development scenarios. A few of the potential uses include marine research center, conference center/retreat, and other water-related private/public recreational uses.

Prior to any decisions concerning the site's use, the City will continue to work with the U.S. Army in an environmental assessment of the site. Once the site assessment has been completed, the City will take additional steps toward planning for site development.

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

SACRAMENTO RIVER

GOAL 9.1 TO PROVIDE PUBLIC ACCESS AND VIEW OPPORTUNITIES ON THE SACRAMENTO RIVER TO THE MAXIMUM EXTENT FEASIBLE.

Policy	Implementing Action
9.1.A As development and redevelopment occur, the City shall require public access to the Sacramento River from the nearest public street and walkways.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-3 <i>Rio Vista Waterfront Plan</i> OSR-4 <i>Army Base Reuse Master Plan</i>
9.1.B A pedestrian boardwalk shall be provided along the waterfront that links Main Street to the Rio Vista Bridge.	OSR-3 <i>Rio Vista Waterfront Plan</i> OSR-5 <i>Local, State, and Federal Funds</i>
9.1.C The City shall enhance the Sacramento River and its waterfront as a scenic resource consistent with water-oriented recreation.	OSR-1 <i>Development Review</i> OSR-3 <i>Rio Vista Waterfront Plan</i> OSR-4 <i>Army Base Reuse Master Plan</i> OSR-5 <i>Local, State, and Federal Funds</i> OSR-6 <i>Design Guidelines</i>
9.1.D Public access shall be provided to the River through the former Army Reserve Base site.	OSR-4 <i>Army Base Reuse Master Plan</i> OSR-5 <i>Local, State, and Federal Funds</i>
9.1.E The City shall pursue a pedestrian connection between the former Army Reserve Base site and Sandy Beach Regional Park.	OSR-4 <i>Army Base Reuse Master Plan</i> OSR-5 <i>Local, State, and Federal Funds</i>

OPEN SPACE, PATHS, AND TRAILS

GOAL 9.2 TO CREATE AN OPEN SPACE SYSTEM IN RIO VISTA THAT SERVES THE NEEDS OF THE COMMUNITY, PRESERVES KEY SCENIC CORRIDORS, AND LINKS ACTIVITY CENTERS.

Policy	Implementing Action
9.2.A An integrated open space network within the City shall be developed that links open space and natural habitat resources, recreation areas, schools, downtown, the waterfront, and residential neighborhoods.	OSR-2 <i>Dedications, Fees, and Exaction</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-8 <i>Trails and Pathways Map</i> OSR-9 <i>Development Agreements</i> OSR-10 <i>Sensitive Local Resource Areas Map</i>
9.2.B An interconnecting system of open space corridors shall be provided that incorporates trails and pedestrian paths.	OSR-2 <i>Dedications, Fees, and Exaction</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-8 <i>Trails and Pathways Map</i> OSR-9 <i>Development Agreements</i> OSR-10 <i>Sensitive Local Resource Areas Map</i>
9.2.C Opportunities for preservation and maintenance of open space resources shall be maximized, including the establishment of private open space areas and coordination with private and public organizations.	OSR-2 <i>Dedications, Fees, and Exaction</i> OSR-5 <i>Local, State, and Federal Funds</i> OSR-9 <i>Development Agreements</i> OSR-10 <i>Sensitive Local Resource Areas Map</i> OSR-11 <i>Interagency Coordination</i>
9.2.D All new development shall be required to provide direct or alternative linkages to existing and planned open space systems where feasible.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i>

GOAL 9.3 TO DEVELOP A COMPREHENSIVE AND UNIFIED TRAILS AND PATHWAYS SYSTEM THAT ADDRESSES THE RECREATION AND TRANSPORTATION ASPECTS OF BICYCLE AND PEDESTRIAN TRAVEL.

Policy	Implementing Action
9.3.A The City shall acquire land for, and provide trails and paths to and through, scenic areas, natural habitats, open spaces, and existing and proposed urban areas.	OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-5 <i>Local, State, and Federal Funds</i>
9.3.B Floodways, and floodplains as needed, shall be reserved and/or acquired in fee or by easement for trails and passive recreation to accommodate the facilities shown on the adopted Trails & Pathways Map in the Circulation & Mobility element.	OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-8 <i>Trails and Pathways Map</i> OSR-10 <i>Sensitive Local Resource Areas Map</i>
9.3.C Bikeways, hiking trails, equestrian trails, rest areas, and picnicking accommodations shall be located within designated trail corridors wherever feasible.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-6 <i>Design Guidelines</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-8 <i>Trails and Pathways Map</i> OSR-9 <i>Development Agreements</i> OSR-12 <i>Parks Master Plan</i>
9.3.D Land development shall allow sufficient right-of-way along designated trails to ensure that scenic and aesthetic qualities of the corridor are maintained.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i>
9.3.E Designated trails or corridors in new development shall be constructed by the developer and offered for dedication to the City.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-8 <i>Trails and Pathways Map</i>

Policy	Implementing Action
9.3.F As with streets and sidewalks, trails or corridors within the public right-of-way shall be considered right-of-way improvements as required by State law and City ordinance, rather than trail or parkland dedication.	OSR-1 <i>Development Review</i> OSR-2 <i>Dedications, Fees, and Exactions</i> OSR-8 <i>Trails and Pathways Map</i>
9.3.G The City shall complete the trail system within previously developed areas or public lands.	OSR-5 <i>Local, State, and Federal Funds</i> OSR-8 <i>Trails and Pathways Map</i>
9.3.H Trails or trail/open space corridors shall be located adjacent to streets and/or areas that facilitate pedestrian access wherever feasible.	OSR-6 <i>Design Guidelines</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-8 <i>Trails and Pathways Map</i> OSR-12 <i>Parks Master Plan</i>
9.3.I The City's minimum trails standard per 1,000 residents shall be as follows: 1 mile of developed trail or 3 acres of trails corridor space, whichever is greater.	OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-13 <i>General Plan Update</i>

GOAL 9.4 TO SUPPORT THE PRESERVATION AND ENHANCEMENT OF NATURAL LANDFORMS, NATURAL VEGETATION, AND NATURAL RESOURCES AS OPEN SPACE TO THE MAXIMUM EXTENT FEASIBLE.

Policy	Implementing Action
9.4.A The City shall provide open space protection for areas of natural resource and scenic value, including wetlands, riparian corridors, floodplains, woodlands, and hillsides.	OSR-1 <i>Development Review</i> OSR-6 <i>Design Guidelines</i> OSR-10 <i>Sensitive Local Resource Areas Map</i> OSR-14 <i>Environmental/Visual Constraints Map</i>

Policy		Implementing Action	
9.4.B	New development shall be designed and constructed to preserve hillsides, scenic and trail corridors, streams and streamside vegetation, wetlands, wildlife corridors, and any other areas of special ecological significance.	OSR-1	<i>Development Review</i>
		OSR-6	<i>Design Guidelines</i>
		OSR-10	<i>Development Agreements</i>
		OSR-14	<i>Environmental/Visual Constraints Map</i>
9.4.C	Maintenance of identified open space areas within development areas shall be required.	OSR-15	<i>Park Maintenance Program</i>

PARKS AND RECREATION

GOAL 9.5 TO PROVIDE A VARIETY OF LEISURE, RECREATIONAL, AND CULTURAL OPPORTUNITIES FOR RIO VISTA RESIDENTS AND VISITORS.

Policy		Implementing Action	
9.5.A	The City shall develop recreational programs and events for all ages, interests, and activity levels.	OSR-12	<i>Parks Master Plan</i>
		OSR-16	<i>Public Involvement</i>
		OSR-17	<i>Public Facilities Update</i>
9.5.B	The City shall continue to develop and support youth recreation and programs.	OSR-12	<i>Parks Master Plan</i>
		OSR-16	<i>Public Involvement</i>
		OSR-17	<i>Public Facilities Update</i>
9.5.C	The City shall continue to develop and support senior recreational opportunities.	OSR-12	<i>Parks Master Plan</i>
		OSR-16	<i>Public Involvement</i>
		OSR-17	<i>Public Facilities Update</i>
9.5 D	The City shall continue to develop and support recreational opportunities for adults, including facilities and programs that are handicapped accessible to the extent feasible.	OSR-12	<i>Parks Master Plan</i>
		OSR-16	<i>Public Involvement</i>
		OSR-17	<i>Public Facilities Update</i>

GOAL 9.6 TO PROVIDE WELL DESIGNED PARKS AND RECREATIONAL FACILITIES THAT ARE ACCESSIBLE, ATTRACTIVE, AFFORDABLE, SAFE, AND UNCROWDED.

Policy	Implementing Action
9.6.A All regulation sports and facilities that regularly attract usage from outside the immediate neighborhood shall be located in community parks.	OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-12 <i>Parks Master Plan</i>
9.6.B The City shall site parks based on maximum accessibility, proper topography, and safety for park users.	OSR-6 <i>Design Guidelines</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-15 <i>Park Maintenance Program</i>
9.6.C Designs of City parks, trails, and open spaces shall consider ease of maintenance, energy efficiency, and ongoing maintenance and operation costs.	OSR-5 <i>Local, State, and Federal Funds</i> OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-15 <i>Park Maintenance Program</i> OSR-18 <i>Water and Energy Conservation Program</i>

GOAL 9.7 TO PROVIDE PARKS IN THE CITY, CONSISTENT WITH THE RATE OF RESIDENTIAL DEVELOPMENT.

Policy	Implementing Action
9.7.A The City shall provide sufficient acreage of parks needed to meet the active and passive recreation demands of the community.	OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-12 <i>Parks Master Plan</i> OSR-13 <i>General Plan Update</i>
9.7.B The City shall correct deficiencies and upgrade existing parks and recreation facilities to function effectively and serve more residents.	OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i> OSR-12 <i>Parks Master Plan</i> OSR-15 <i>Park Maintenance Program</i> OSR-17 <i>Public Facilities Update</i>

Policy		Implementing Action	
9.7.C	Developers of housing shall dedicate parkland or pay in-lieu fees in accordance with the park standards of this element.	OSR-2 OSR-12	<i>Dedications, Fees, and Exactions</i> <i>Parks Master Plan</i>
9.7.D	New housing developments shall provide adequate neighborhood park acreage, as specified in the City's adopted standards, within or near proposed projects.	OSR-1 OSR-2 OSR-7 OSR-12	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i> <i>Park Definitions, Standards, and Siting Criteria</i> <i>Parks Master Plan</i>
9.7.E	At least one neighborhood park site within large development projects shall be greater than 4 acres.	OSR-1 OSR-9 OSR-12	<i>Development Review</i> <i>Development Agreements</i> <i>Parks Master Plan</i>
9.7.F	The City shall work with the appropriate public agencies to identify and evaluate public lands for potential park acquisition.	OSR-5 OSR-11	<i>Local, State, and Federal Funds</i> <i>Interagency Coordination</i>
9.7.G	The City's minimum standard for required parkland per 1,000 residents shall be as shown in <i>Table 9-4</i> .	OSR-1 OSR-2 OSR-7 OSR-13	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i> <i>Park Definitions, Standards, and Siting Criteria</i> <i>General Plan Update</i>
9.7.H	Parks shall be developed in accordance with the siting criteria in the Open Space & Recreation element.	OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>

GOAL 9.8 TO DESIGN PARKS THAT ENHANCE NEIGHBORHOOD IDENTITY AND CHARACTER, AS WELL AS SERVE RECREATIONAL FUNCTIONS.

Policy		Implementing Action	
9.8.A	Each park shall be given a unique identity and character through differentiated plantings, play structures, and terrain.	OSR-1 OSR-6 OSR-12 OSR-19	<i>Development Review</i> <i>Design Guidelines</i> <i>Parks Master Plan</i> <i>Landscape Ordinance</i>

Policy	Implementing Action
9.8.B Parks shall be designed to promote community focal points and ease of access.	OSR-1 <i>Development Review</i> OSR-6 <i>Design Guidelines</i> OSR-12 <i>Parks Master Plan</i> OSR-19 <i>Landscape Ordinance</i>
9.8.C Neighborhood parks shall be located in secure areas within subdivisions.	OSR-1 <i>Development Review</i> OSR-6 <i>Design Guidelines</i> OSR-12 <i>Parks Master Plan</i>
9.8.D Parks shall be sited so that street frontage or other open space occurs on at least three sides.	OSR-7 <i>Park Definitions, Standards, and Siting Criteria</i>

GOAL 9.9 TO DESIGN NATURAL GAS WELL SITES AND ADJACENT BUFFER AREAS TO PROVIDE SAFE AND ATTRACTIVE OPEN SPACES WITHIN DEVELOPMENT AREAS.

Policy	Implementing Action
9.9.A All natural gas reserve areas and abutting easements within development areas shall be planned and attractively landscaped as development occurs, in accordance with the standards contained in the Open Space & Recreation element.	OSR-1 <i>Development Review</i> OSR-7 <i>Park Definitions, Standards and Siting Criteria</i> OSR-19 <i>Landscape Ordinance</i>
9.9.B Attractive informational signage regarding the future use of the natural gas well sites shall be installed at the gas reserve well sites prior to the sale of lots within each development area.	OSR-1 <i>Development Review</i> OSR-19 <i>Landscape Ordinance</i> OSR-20 <i>Sign Ordinance Review and Update</i>
9.9.C Natural gas well site landscaping shall be restored upon completion of drilling operations.	OSR-1 <i>Development Review</i> OSR-19 <i>Landscape Ordinance</i>

9.9.D	Areas adjacent to natural gas well sites proposed for dedication as passive parklands shall contain no less than 2 acres of land that are contiguous and undivided, as shown in <i>Figure 9-7</i> .	OSR-1	<i>Development Review</i>
9.9.E	Where appropriate, natural gas transmission line easements shall be integrated into the public trail system.	OSR-1 OSR-9 OSR-11	<i>Development Review</i> <i>Development Agreements</i> <i>Interagency Coordination</i>
9.9.F	The City shall require the development standards in the design, installation and operation of natural gas well sites as shown in <i>Table 9-7</i> .	OSR-1	<i>Development Review</i>

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the relationships between these factors. Once the causes of the problem have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

2. The second step in the process of identifying a problem is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the relationships between these factors. Once the causes of the problem have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

3. The third step in the process of identifying a problem is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

4. The fourth step in the process of identifying a problem is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

5. The fifth step in the process of identifying a problem is to evaluate the results of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Once the results have been evaluated, the next step is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Finally, the last step in the process is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

6. The sixth step in the process of identifying a problem is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Once the results have been evaluated, the next step is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Finally, the last step in the process is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

7. The seventh step in the process of identifying a problem is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Once the results have been evaluated, the next step is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation. Finally, the last step in the process is to determine the effectiveness of the implementation. This involves comparing the actual results with the expected results and determining the effectiveness of the implementation.

G. Implementing Actions for Open Space & Recreation (OSR)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Open Space & Recreation element.

OSR-1 DEVELOPMENT REVIEW *(Existing)*

The City will continue with its development review process in accordance with the requirements and policies contained in such documents as the General Plan, Zoning Ordinance, Hydrocarbon (Natural Gas) Ordinance, Subdivision Ordinance and Subdivision Map Act, California Environmental Quality Act, and other relevant statutes. The Parks and Recreation Commission and other interested agencies will be consulted about development proposals that may affect parks and recreational facilities. Any comments and recommended mitigation will be considered during the review process. Development review will address the need for park facilities; the timing and provision of such facilities; the design relationship between the parks and adjacent development; gas well site planning, locations, landscaping and improvements; trail locations, improvements, and construction; and preservation of open space areas. Locations and design of all open space facilities must be approved by the City prior to issuance of any entitlements or permits.

OSR-2 DEDICATIONS, FEES, AND EXACTIONS *(Existing)*

The City will require new residential development to dedicate land or pay in-lieu fees (up to 3 acres) and pay park fees for land purchase and development costs at the standard of 5 acres and 1 mile of trail per 1,000 residents. Dedications of trail and path rights-of-way will be required on properties where trails are indicated on the Trails and Pathways Map. All trails will be designated for pedestrians and cyclists unless otherwise indicated. The City will use its legal authority to ensure compliance with the General Plan standards for park dedication.

OSR-3 RIO VISTA WATERFRONT PLAN *(Existing)*

The City will continue to prepare and subsequently implement the Waterfront Conceptual Plan. The plan is intended to provide the design for public access along the riverfront. The design is to incorporate and complement future commercial development, in addition to providing a physical and visual linkage between Highway 12 businesses, the waterfront, and downtown.

OSR-4 ARMY BASE REUSE MASTER PLAN *(Adopted January 1999)*

The *Rio Vista Army Base Reuse Master Plan* (Economic & Planning Systems, Inc., 1998) describes the potential opportunities and constraints associated with reuse of the former Army Reserve Base. Site development will take advantage of the waterfront location and emphasize the water-oriented nature of Rio Vista. Public recreation will be a key component of the plan. The City envisions a tiered planning process, in which the individual elements of the plan and

funding sources will be identified as part of a cooperative effort with interested and responsible agencies.

OSR-5 LOCAL, STATE, AND FEDERAL FUNDS
(Existing and Proposed)

The City will continue to pursue existing and alternative sources of funding in order to provide parklands and facilities that will adequately meet community needs. The City will identify and evaluate financial mechanisms that can be used to maintain and operate recreational facilities and protect the City's investment in them. The City will identify funding to obtain easements in order to accommodate the facilities and construct trails and paths through floodway and floodplain areas as needed along the length of all waterways, as shown on the adopted Trails and Pathways Map. Other sources may include State bond acts, federal and state grants, assessment districts, and public/private partnerships. Neighborhood groups may be an additional source of finance and voluntary labor to meet recreational needs.

OSR-6 DESIGN GUIDELINES
(Proposed)

The City will develop and adopt design guidelines for parks, open space, trails, and pathways that are consistent with the environmental design criteria contained in the Community Character & Design and the Circulation & Mobility elements. These guidelines will provide specific development criteria for bridges and other public improvements, including specifications for grade separation between roadways and trails (where feasible). The design guidelines will identify needed improvements to Highway 12 adjacent to the Esperson and River Walk properties, including an overpass to accommodate a trail crossing, as shown on the Trails and Pathways Map.

OSR-7 PARK DEFINITIONS, STANDARDS, AND SITING CRITERIA
(Proposed)

The City will use the parks definitions, standards, and siting criteria as defined in the Open Space & Recreation element to plan for future parks and recreation facilities. These guidelines will be used to allow the City flexibility for varying circumstances—in terms of size, facilities, and service areas—in order to ensure that existing and future needs are met. The Parks and Recreation Commission will establish the performance standards that include objectives and criteria for identifying park sites, trails, paths, and all publicly maintained land used for recreational purposes. These standards will differentiate between active and passive recreation, and will address the parklands deficit in terms of the number and kinds of facilities, appropriate levels of improvements and maintenance, and distribution of such facilities throughout the City.

OSR-8 TRAILS AND PATHWAYS MAP
(To be adopted as part of this General Plan)

A comprehensive trails system will be instituted for the entire Planning Area as part of the Circulation & Mobility element of this General Plan (see *Figure 8-7* in Chapter 8). This map will serve as the basis for any future trails masters plan that could establish priorities and identify

funding for trail development. The City and private developers will construct trails and paths in accordance with the adopted Trails and Pathways Map. All proposed trails will undergo design review to ensure proper implementation of the Trails and Pathways Map.

OSR-9 DEVELOPMENT AGREEMENTS
(Proposed)

The City will use the development agreement process to facilitate the design and development of project areas that are consistent with the goals and policies of this element. Development agreements should specify the timing and construction of project improvements, including gas reserve sites, parklands, trails, and open space areas. Requirement for improvements and/or dedications and any credit to apply to park and open space standards will be determined through this process.

OSR-10 SENSITIVE LOCAL RESOURCE AREAS MAP
(To be adopted as part of this General Plan)

The General Plan identifies several significant areas in the Rio Vista Planning Area where one or more sensitive natural resources may be concentrated or that may feature several of these resources. Throughout the General Plan, these significant areas are referred to as "sensitive local resource areas" (SLRA). SLRA can be defined as "areas possessing one or more natural resources that, when taken together, create a feature that is uniquely representative of Rio Vista's character." The SLRAs are mapped in *Figure 10-2* in the Resource Management & Conservation element, as areas that are to be preserved to the extent feasible during the course of development. The SLRAs boundaries map is not intended to be exact but is drawn in general form to serve as an overlay that will guide the project design and development phases in affected areas.

OSR-11 INTERAGENCY COORDINATION
(Existing)

The City staff and Parks and Recreation Commission will confer with other jurisdictions, in an effort to identify new programs and approaches to parks, trails, and open space development that have proven successful in other communities.

The City should develop joint powers agreements with the school districts, public utilities, the County, and other agencies to develop, administer, and use parks, open space, and recreation facilities and programs. These agreements could facilitate use of non-City owned properties including, but not limited to, undeveloped well sites and schools.

OSR-12 PARKS MASTER PLAN
(Proposed)

The City will prepare a Parks Master Plan prior to or concurrent with project approvals associated with the Esperson, Brann Ranch, or River Walk properties. With this plan, community park sites will be identified, and the City can work with developers to identify desired neighborhood park sites well in advance of subdivision development. The Parks Master Plan may include one or more of the following components:

- Identification of existing and proposed active and passive recreation lands, including large private properties, that are candidates for park acquisition by the nature of their location or resources. Consideration will depend on resident characteristics and needs, with emphasis on clustering and interconnecting community facilities, including schools.
- Identification of desirable park locations. General community park locations may include:
 - North of Highway 12 – Egbert Field, River Walk property (future development), the City-owned site adjacent to D. H. White School, or some combination of these.
 - Gibbs/Brann Ranch, if Gibbs becomes family housing, or a smaller facility if developed as senior housing.
 - South of Highway 12 – former Army Reserve Base, high school, Riverview School, and Esperson property (future development).
- A prioritized list of properties to be leased or acquired when funding becomes available or opportunities arise.
- Assessment of City-wide recreation needs, demographics, and recreation trends.
- Identification of any parks and recreation deficiencies in the City and identification of programs to bring them up to City standards.
- Identification of potential sites for specialized activities, such as skateboarding.
- Establishment of a unified theme for parks by creating a park logo and a consistent design for park signs.
- Determination of the active needs of the population and establishment of facility standards that can be used for planning future park and recreation facilities.
- Conceptual plans for a community center, in either new or existing buildings, to include space for a museum, performing arts, arts and crafts studios, kitchen, day care, and after-school facilities.
- Conceptual landscaping plans for the triangular parcel between Main Street and Highway 12 and the area within the westbound Highway 12 off-ramp at the Rio Vista Bridge as beautification areas and entrances to the City.
- Development of a catalogue of gifts and donations to the City, suitable for park and recreation purposes.
- Identification of general design and siting standards to ensure efficient and safe park facilities.

- Establishment of a schedule for the annual evaluation, maintenance, and adequate replacement of existing recreational and cultural facilities.

OSR-13 GENERAL PLAN UPDATE
(Proposed)

The City will re-assess its parks and recreation needs every 5 years as part of the General Plan update.

OSR-14 ENVIRONMENTAL/VISUAL CONSTRAINTS MAP
(Proposed)

The City will require with each development proposal an environmental/visual constraints map, based on the findings of a project-specific biological assessment and consistent with General Plan goals and policies. These maps will consider the potential open space opportunities illustrated in *Figure 9-1* and in *Figure 10-2*, the Sensitive Local Resource Areas Map.

OSR-15 PARK MAINTENANCE PROGRAM
(Existing)

Rio Vista's Public Works Department will continue to maintain the City's parks and recreation lands, including open space areas with recreation value. New development areas will be required to identify resources for the maintenance of future parks and recreation lands. Ongoing maintenance mechanisms may include a homeowner's association; dedication to the City with the formation of a maintenance assessment district, capital facilities, and maintenance district; or other mechanism. Conveyance to other private entities, either profit or non-profit, may be an option if sufficient assurances are in place for the continued maintenance of the area.

OSR-16 PUBLIC INVOLVEMENT
(Existing)

The City will actively solicit Public Involvement in the planning and development of parks and recreational programs to more effectively meet the needs of City residents. The City will involve teens, seniors, and other interest groups in the development of recreational and cultural programs to meet the needs of specific user groups. A primary means of public input will be through the Parks and Recreation Commission and the City Council, the bodies that review and act on proposed recreation improvements and programs. Standards for parks, recreation facilities, and trails—as well as financial mechanisms for their operation and maintenance—are reviewed by these bodies.

OSR-17 PUBLIC FACILITIES UPDATE
(Proposed)

The City will annually review and update the list of public facilities, including requirements for the use of these facilities, needed at various park sites. This list will be distributed throughout the community for review and comment.

OSR-18 WATER AND ENERGY CONSERVATION PROGRAM
(To be adopted as part of this General Plan)

The City will develop and design parks, golf courses, and other recreation lands consistent with the Resource Conservation & Management element of the General Plan. The City will incorporate water and energy conservation measures into the design of recreation facilities. The City will adopt landscaping and maintenance practices that conform to the conservation standards set forth in the Resource Conservation & Management element.

OSR-19 LANDSCAPE ORDINANCE
(Proposed)

The City will adopt and implement a landscape ordinance, establishing standards that will enhance the character of neighborhood parks by adding landscaping, sculpture, and seating. The standards will include varying the landscaping, improvements, and construction materials from park to park. In addition, the ordinance will provide standards for water-conserving landscaping that will reduce water use in developments. Requirements will specify use of trees and other vegetation in new development in order to provide shade and reduce energy demands for cooling. This ordinance will be applied in the design and development of City parks and recreation facilities, and will be developed consistent with the provisions of the Resource Conservation & Management element.

OSR-20 SIGN ORDINANCE REVIEW AND UPDATE
(Proposed)

The City's Sign Ordinance Review and Update will be revised to include specific requirements relating to informational signage at gas well reserve sites. Signage will be required at all well sites in prominent locations to inform future residents of the potential for gas well drilling and production. The signage will provide location of detailed information on the operation and responsible parties. *(Also see informational requirements for natural gas well sites in the Safety & Noise element.)*

Chapter 10

Resource Conservation & Management

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Chapter 10 Resource Conservation & Management



A. Introduction

The most significant determinants of a community's identity and quality of life are its relationship to the surrounding natural environment, the quality and preservation of its biological and cultural resources, and the safety and well-being of its citizens. The City of Rio Vista recognizes that natural resources are limited and must be conserved wherever possible. These resources provide both tangible and intangible benefits. For example, the Sacramento River environs provide benefits to the City, not only in the diversity of species they support but also in their aesthetic appeal to residents and visitors to the community. The challenge for Rio Vista is balancing the preservation of its natural resources with continued urban growth and development. In addition, natural resources will need to be managed in a manner that allows resident use and benefit, while ensuring their long-term viability and availability.

These issues are addressed in this Resource Conservation & Management element, in accordance with the state-mandated conservation element. *(Issues associated with natural hazards, including seismic safety, subsurface hazards, and flooding, are included in the Safety & Noise element.)*

Policy and discussion areas are divided into two general components. The Natural and Cultural Resources component ensures (1) the conservation, development, and use of natural resources—including land, air, water, soils, natural gas, rivers, fish and wildlife, minerals, and other natural resources; and (2) the preservation of archaeological, historic, and visual resources.

The Resource Conservation & Management element directs the use of open space as a means of ensuring the continued availability of land for:

- Managed production for agriculture and mineral extraction.
- Seasonal drainage corridors and floodwater conveyance.
- Preservation of key hilltops and ridges.
- Retention of natural topography in the Montezuma Hills.
- Wildlife habitat.
- Enjoyment as a visual resource and aesthetic amenity.

Open space also is considered in this element as a means to preserve land that, if converted to urban uses, could compromise public health and safety. (*The economic benefits of production [e.g., agricultural and natural gas] on open space lands are discussed in the Economic Development element; open space for outdoor recreational use is discussed in the Open Space & Recreation element; and issues of public health and safety related to natural hazards are addressed in the Safety & Noise element.*)

B. Purpose and Authority

State law requires a General Plan to address open space and conservation issues, including the preservation, management, and efficient use of open space and natural resources. The State has defined open space lands as being essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, or public health and safety. Conservation efforts are intended to focus on the wise management of natural and manufactured resources in order to ensure their continued availability for use, appreciation, and enjoyment. The policy direction of this element responds to environmental laws that have been passed since the 1970s, including the Clean Water Act, state and federal Clean Air Acts, state and federal Endangered Species Acts, the California Native Plant Protection Act, the National Historic Preservation Act, the Integrated Solid Waste Management Act and Title 24 of the Uniform Building Code. In addition, numerous federal, state, and local regulations related to environmental health and safety will serve to implement the policies and programs that the City has established to manage and conserve its natural resources.

The broad scope of issues addressed in the Resource Conservation & Management element overlaps with other elements of the General Plan. This element should be used in combination with the other elements to ensure full implementation of all General Plan resource-related policies.

C. Rio Vista Principles: Implementing the Community Vision

The community vision and planning principles that most directly relate to the Resource Conservation & Management element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ☐ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ☐ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- ☐ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*

PRESERVE AND STRENGTHEN THE DOWNTOWN, WATERFRONT, AND HISTORIC PLACES

- ☐ *The Sacramento River should be made an accessible resource for the enjoyment of Rio Vista residents and the general public.*

PRESERVE THE ENVIRONMENTAL RESOURCES THAT DEFINE RIO VISTA

- ☐ *New development should accommodate and showcase natural features as community amenities. New development should respect the contours of hillsides, valleys, and drainageways as important recognizable features of Rio Vista. Key hilltops to be preserved for public use and vistas should be identified.*
- ☐ *The community should seek to connect the existing town to new developments and the Sacramento River waterfront by an extensive and interconnecting trail system. The natural drainageways, hills, and sensitive vegetation areas should be the basis for designing such a system.*

ENSURE EASE OF MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES

- ☐ *The development of the connecting trail system suggested by the above principles should be pursued as a key circulation facility, as well as a natural resource opportunity.*

THE VISION: Principles for Community Living

The community vision and plan are the foundation for the community's future. They provide a clear picture of what the community wants to become and how it will get there.

These are the principles that will guide the community's development.

1. The community vision will be developed by the community members. It will be a shared vision that reflects the values and beliefs of the community.

2. The vision will be developed in a way that is inclusive and participatory. It will be a process that involves all members of the community.

3. The vision will be developed in a way that is realistic and achievable. It will be a vision that is based on the current reality of the community.

4. The vision will be developed in a way that is forward-looking and aspirational. It will be a vision that inspires the community to move forward.

5. The vision will be developed in a way that is flexible and adaptable. It will be a vision that can evolve over time as the community's needs and circumstances change.

These are the principles that will guide the community's development.

6. The vision will be developed in a way that is consistent with the community's values and beliefs. It will be a vision that reflects the community's identity and culture.

7. The vision will be developed in a way that is consistent with the community's goals and objectives. It will be a vision that supports the community's long-term vision.

8. The vision will be developed in a way that is consistent with the community's resources and capabilities. It will be a vision that is based on the community's strengths and assets.

9. The vision will be developed in a way that is consistent with the community's needs and interests. It will be a vision that addresses the community's most pressing issues and concerns.

D. Setting

Natural, cultural, and visual resources contribute to the community's quality of life and sense of identity. The key components to be addressed in establishing a policy framework for resource conservation and management in Rio Vista include:

- Open space*
- Biological resources
- Water resources
- Air quality
- Soils
- Energy
- Solid waste reduction
- Historical and archaeological resources
- Visual resources

*Encompasses agricultural lands, mineral extraction lands, and natural habitats in the Sacramento-San Joaquin River Delta (Delta).

OPEN SPACE

Open space is discussed in several elements of the Rio Vista General Plan. The Open Space & Recreation element discusses open space in the context of the recreational opportunities it provides. The Economic Development element recognizes the importance of open space for the production of food and energy. The Resource Conservation & Management element discusses the function of open space in preserving natural and visual resources.

Open space plays an important role in the management of our water resources. By absorbing rainfall, either by transmitting it to plants or by recharging the groundwater supply, less runoff is created. As the amount of open space decreases and impervious surface area increases through development, so does the volume and velocity of stormwater runoff. As a result, increased flooding problems occur.

The natural vegetation in open space lands plays an important role in the purification of both air and water. The leaves of plants act as filters—intercepting and trapping some airborne and water-borne pollutants. Water taken from the ground is transpired through the leaves, and pollutants are captured in the process. Furthermore, during photosynthesis, plants absorb carbon dioxide and release oxygen, a vital process in producing fresh air. Natural vegetation is also important in providing food and habitat for animals, insects, and migratory birds. By providing these habitats, open space plays a vital role in stabilizing the entire ecosystem.

Open space also serves a valuable role in the protection of aesthetics and visual resources. As lands are converted to urban uses, the visual amenity that open space provides becomes increasingly valuable to the community. Whether it be in the form of developed parks, farmland, or expanses of natural vegetation, open space is a resource that must remain available for relief from the urban hardscape.

AGRICULTURAL LANDS

Delta agricultural lands were “reclaimed” through construction of levees and drainage of the marshy islands of the area. In less than 100 years (from 1850 to 1930), hundreds of thousands of acres of land went into agricultural production. Early crops were grains, fruits, and vegetables that were marketed in nearby cities. Early specialty crops included wheat, barley, beans, and potatoes. Later, asparagus, sugar beets, tomatoes, and celery grew in popularity. The Delta region now produces a variety of crops, including grains, fruits, field crops, nuts, seeds, pasture and alfalfa, and vegetables.

In the recent past, thousands of acres of agricultural lands in the Delta region were developed for residential and other urban uses. Presently, Rio Vista’s urbanized core is surrounded by agriculture, primarily grazing and “dry farm” lands on the north, west, and south. Some of these large tracts are permanently managed as pasture, and others are planted in annual crops such as wheat and corn. As with naturally occurring open space, these agricultural lands provide rich seasonal wildlife habitat. Thousands of acres of agricultural lands in the Delta are flooded after harvest to provide feeding and resting areas for local and migratory birds and other wildlife.

Agriculture also remains an important part of the community’s well-being, both in terms of identity and economics. Most businesses in Rio Vista are supported in some fashion by agriculture. Many persons employed in agriculture live, purchase goods and services, and send their children to school, as well as participate in a variety of other community activities, in Rio Vista. Ranching operations purchase such “big-ticket” items as harvesting and planting equipment, cars and trucks, and bulk supplies. Rio Vista is now and should remain solidly linked to its agricultural heritage, natural surroundings, and landscapes.

Many counties, as well as some cities, have adopted codes or ordinances that require some level of disclosure or notification to property owners in areas near farm operations. These ordinances are based on the premise that agricultural operations supersede simple nuisance issues that typically would not be acceptable in urban neighborhoods. Rio Vista’s General Plan does not propose a Right-to-Farm Ordinance because most undeveloped areas within the city limits have been removed from agricultural production or are bound by previous development agreements. Instead, proposed projects will be evaluated on a case-by-case basis to determine appropriate disclosures or notification to property owners in areas near farm operations. (*Note: The Land Use and Economic Development elements contain additional discussion of agricultural land use.*)

SACRAMENTO RIVER DELTA

The principal waterway in the Rio Vista area is the Sacramento River, which borders the City to the east. The river and Delta environs provide a variety of habitat types for wildlife in and around Rio Vista.

The Delta Protection Commission (DPC) was created in 1992 to protect and enhance the existing land uses in the Delta: agriculture, recreation, and wildlife habitat. The Commission was charged with preparation of a regional land use and resource management plan for the Primary Zone of the legal Delta, a portion of which lies within the City of Rio Vista and its planning area (*also see the Planning Constraints & Boundaries element*). The Solano County General Plan

supports the agricultural land uses in this area—this policy was underscored by the action of Solano County voters who, in 1984, approved a measure to prohibit land uses other than agriculture and open space in this region except by a vote of County residents.

One of the most noticeable changes in the Delta Primary Zone in recent years was the planting of about 4,500 acres of new orchards and vineyards. In addition, significant acreages in the Primary Zone have been purchased in the last few years by state, federal, and non-profit agencies for enhancement and management as wildlife habitat.

BIOLOGICAL RESOURCES

The Sacramento River Delta in and around Rio Vista is an area rich in biological resources. From shorebirds and wintering waterfowl to the varied fish and other aquatic species, the Delta is one of the City's most valued natural resources. The following sections describe the vegetation and wildlife resources in the vicinity.

VEGETATION

Outside the urban core, most of the planning area contains agricultural and vacant lands. Small amounts of herbaceous upland and some open water habitats may be found, as well as woody non-native vegetation. Sensitive habitat types found in the nearby Delta lands include marsh, riparian, and naturally occurring vernal pools. The following text describes the various habitat types found in the Delta region.

AGRICULTURE

The planning area contains large tracts of land in active agricultural use. These tracts include lands that are actively farmed or in a temporarily fallow condition (i.e., fallow for less than 2 years) and other lands that are left vacant for natural gas extraction. Predominant crops in the region are corn, wheat, milo, sunflower, and potato. A smaller portion of the agricultural land is in perennial crops, such as asparagus or vineyards. Much of the land around Rio Vista is permanently managed as pasture and grazed, primarily by beef cattle; however, land containing field crops is grazed seasonally by sheep for weed control and stubble reduction. Many low-lying agricultural areas are flooded during the rainy winter.

RIPARIAN HABITAT

Riparian habitat is associated with areas at the margins of perennial and intermittent streams, rivers, and other waterbodies with abundant soil moisture. Small areas of riparian habitat exist in the Delta, primarily in thin strips along waterways and levees. Some larger areas of riparian vegetation can be found around blowout ponds in the interior of Delta islands. Ecologically, riparian habitat is biologically very rich, supporting more species than most other habitat types due to the presence of water and a productive, nutrient-rich environment. However, historical loss of riparian habitat exceeds 90 percent statewide as a result of agricultural land conversion, urbanization, and construction of flood control and water conveyance systems. Many species dependent on riparian communities now are considered rare, and several of these are legally protected or are being considered for protection under state or federal endangered species laws. Because of the rarity of this habitat type and its importance biologically, riparian habitat is

considered sensitive. Common species in riparian habitat include willow, cattail, tule, blue elderberry, white alder, buttonbush, blackberry, and California rose.

Because weeds become established readily on Delta islands, farm management emphasizes "clean farming" practices that include annual disking of fallow fields and periodic clearing of riparian trees and shrubs from the interior of ditch systems. Thus, overhanging riparian vegetation is rare along ditches or canals on the interior of Delta islands but is more prevalent along many portions of sloughs and channels between Delta islands that are not riprapped.

MARSH

Marsh habitat is dominated by herbaceous plant species growing in inundated or saturated soil. Tidal marsh and non-tidal permanent and seasonal freshwater marsh occupy much of the Delta islands. Non-tidal permanent and seasonal freshwater marsh typically is associated with riparian and open-water habitats in relatively undisturbed locations. Seasonal non-tidal marsh supports some of the same species as permanent marsh. Seasonal non-tidal marsh occurs in low grassland areas and the perimeter of permanent marsh, where high winter and spring flooding occurs for 3-4 months yearly. Marsh habitat is similar to riparian habitat in terms of its location, species associations, and historical losses. Therefore, like riparian habitat, marsh habitat is considered a sensitive community. Dominant marsh plants include cattail, tule, bulrush, other emergent wetland species, and buttonbush.

VERNAL POOL AND VERNAL SWALE

Vernal pools are seasonally flooded depressions that pond water during the rainy season. They are internally drained and lack a drainage outlet. The pools usually are found on ancient soils with an impermeable layer, such as a hardpan, claypan, or volcanic basalt. The impermeable layer allows the pools to retain water much longer than the surrounding uplands. However, the pools are shallow enough to dry up each season. Vernal pools occur as isolated pools in annual grasslands or may be located in an intricate matrix within seasonal swales.

Vernal swales are natural, gently sloping broad drainages that convey runoff during, and for short periods after, rainfalls and may be connected with vernal pools. Both vernal pools and swales support a distinctive biota adapted to (1) periodic or continuous inundation during the wet season, and (2) the absence of either ponded water or wet soil during the dry season.

Vernal pools and swales support a high diversity of native annual hydrophytic plant species. Common dominants include goldfields, navarretia, prostrate pigweed, coyote thistle, woolly marbles, popcorn flowers, downingias, annual hairgrass, and common spikerush. Alkali pools may include additional dominants such as alkali heath, alkali-mallow, alkali weed, saltgrass, and introduced matgrass. Subalkaline flats support dominants such as saltgrass, *Chenopodium* species, and *Atriplex* species. Vernal pools often provide habitat for a number of rare endemic plant species, including legumere, dwarf downingia, and Colusa and Solano grasses.

Vernal pools and swales in the aquatic phase often support diverse and dense assemblages of invertebrates, particularly crustaceans and insects. Common crustaceans in vernal pools include copepods, seed shrimp, fairy shrimp, and tadpole shrimp. Diving beetles and fly and mosquito larvae are typical insects in vernal pools. Many invertebrates thrive in vernal pools because of

the absence of fish, which are their primary predators in other aquatic habitats. The abundance of invertebrates provides food for a variety of bird species, including cinnamon teal, mallard, and other waterfowl, as well as shorebirds and wading birds such as avocet, killdeer, and yellowlegs. Vernal pools provide important breeding grounds for several amphibians, including western spadefoot toad and California tiger salamander. Other species commonly encountered in the drying phase of vernal pools include the Pacific treefrog and common garter snake.

HERBACEOUS UPLAND

Annual grassland is found primarily on the broad, gentle interior slopes of the perimeter levees. Typical annual grassland species include canary grass, ripgut brome, mustard, and burr-clover. Levees may be grazed but are not cultivated.

Exotic perennial grassland is a habitat type with moisture conditions ranging between those of perennial grasses (e.g., Bermuda grass, perennial ryegrass, saltgrass, and Johnson grass) and annuals, but is not wet enough in the dry season to support typical wetland species (e.g., cattail, rush, dock, tule, and bulrush). More mesic (moderately moist) portions of the interior levee slopes may include this habitat type.

Both exotic marsh and exotic perennial grasslands tend to be ruderal plant communities that colonize previously disturbed sites, such as abandoned fields, mowed levees, or flooded corners of active crop lands. If not disturbed for several years, grasslands tend to be replaced by native, woody riparian or freshwater marsh species.

WILDLIFE

At least 230 species of birds and 43 species of mammals are found in the Delta (California Department of Fish and Game, 1987). Many of these species occur in the Delta only during fall and winter, when the Delta becomes home to an abundance of migratory and wintering wildlife. The most conspicuous groups of wintering wildlife include waterfowl, shorebirds, and raptors. Wildlife species and populations on different islands vary primarily according to the amounts and types of crops grown, amounts of natural habitats remaining, and extent of seasonal flooding of agricultural fields.

The Delta is a particularly important habitat for shorebirds. Thousands of shorebirds use fields flooded for weed control in late summer and fall, and fields that flood shallowly from seepage and rainfall in winter. The Delta also provides habitat for an abundance of wintering waterfowl that migrate down the Pacific Flyway each year. Large populations of ducks, geese, and swans inhabit agricultural fields and seasonal wetland habitats throughout the Delta. Concentrations of snow geese, tundra swans, white-fronted geese, pintails, and mallards are among the more visible species that are attracted to the Delta. Large amounts of waste grain and winter wheat provide foraging habitat, and seasonally flooded fields provide both food and roosting habitat.

The sandhill crane is one of the more conspicuous species that migrates to the Delta each year. Both lesser and greater sandhill cranes use traditional wintering areas in the Delta from October through February. The Delta also is home to an abundance of wintering raptors, including red-tailed hawk, ferruginous hawk, rough-legged hawk, white-tailed kite, American kestrel, sharp-

shinned hawk, Cooper's hawk, and peregrine falcon. During winter, raptors forage opportunistically throughout the Delta on rodents that become accessible because of flooded fields and other agricultural activities.

SPECIAL-STATUS FISH AND AQUATIC SPECIES

The Delta contains fish and other aquatic species that have been identified by state or federal agencies as species at risk. Chinook salmon, steelhead trout, green sturgeon, Delta smelt, longfin smelt, and splittail are present either year-round or seasonally. Some species, like the chinook salmon, steelhead trout, and green sturgeon, are seasonal; others, such as Delta smelt, longfin smelt, and Sacramento splittail, are year-round residents in the Delta. Other aquatic species that could inhabit the area include the Southwestern pond turtle and vernal pool fairy shrimp.

SPECIAL-STATUS PLANTS

Special-status plant species potentially occurring in the planning area are defined as at-risk species with known populations in or near the planning area, or species found in habitats identical or similar to those found in the planning area. The California Department of Fish and Game's Natural Diversity Data Base indicates that six special-status plant species are known to occur in the planning area. All are wetland-associated species from wetland habitats that occur along margins of large waterways or within the confines of the levee system (i.e., in-water islands or large remnant marshes). Reference "Appendix A of the General Plan Final EIR" for a list of the special-status plant species known or with the potential to occur in the planning area.

SPECIAL-STATUS WILDLIFE

Numerous special-status wildlife species are found in the Delta during fall and winter. Reference "Appendix A of the General Plan Final EIR."

WATER RESOURCES

The discussion of water resources in the Resource Conservation & Management element focuses primarily on water quality and groundwater recharge. (*Water supply and the City's role as a service provider is discussed in the Public Facilities & Services element.*)

Surface water serves many important purposes in both the natural and built environment. Beneficial uses of the Sacramento River in the Rio Vista planning area include:

- Municipal and domestic, industrial, and agricultural water supply.
- A navigable channel for large shipping vessels.
- Water sports and recreation.
- Aesthetic enjoyment.
- Groundwater recharge and freshwater replenishment.
- Preservation and enhancement of fish, wildlife, and other aquatic resources.

The beneficial uses of the underlying groundwater are municipal and domestic, industrial, and agricultural water supply.

Watersheds within the city limits are partially urbanized areas with large tracts of vacant land. Drainage in the undeveloped areas of the City is generally by sheet flow into various small swales and intermittent streams.

For the most part, measurements of water quality in Rio Vista indicate that no major sources of pollution are present. However, the City's wastewater treatment plant, which flows to the Sacramento River, exceeds capacity during extreme wet-weather periods. The plant currently is undergoing physical improvements to (1) improve plant reliability, and (2) expand the facility's capacity in order to fully accommodate the current wastewater flow conditions and the increases that are expected as a result of ongoing development. *(Note: A full discussion of the City's wastewater treatment facilities is found in the Public Facilities & Services element.)*

AIR QUALITY

Air is a critical environmental resource that must be protected. Rio Vista enjoys good air quality due to the Delta breezes and the community's relative distance from the large urban areas of the Bay Area and Central Valley. Nevertheless, without conscious efforts to achieve and maintain air quality standards, threats to the public health may result from degraded air quality. Degradation of air quality is caused, in part, by emissions of pollutants from motor vehicles, as well as by commercial and industrial development. Agricultural activities and wood-burning stoves also affect air quality.

Both the state and the federal Environmental Protection Agencies (EPAs) have established ambient air quality standards for six key air pollutants by which overall air quality is measured. These six pollutants are photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter 10 microns or less in diameter (PM₁₀), and lead.

High concentrations of ozone and carbon monoxide lead to harmful effects. Ozone diminishes lung function and leads to respiratory infections; carbon monoxide reduces the amount of oxygen reaching the heart, brain, and other vital organs. Seniors, children, fetuses, and persons with respiratory and cardiovascular diseases are especially sensitive to the effects of carbon monoxide and ozone.

The Sacramento Valley Air Basin, of which Rio Vista is a part, meets each of the ambient air quality standards except ozone (state and federal standards) and PM₁₀ (state standards). Ozone forms when precursor pollutants (i.e., hydrocarbons and nitrogen oxides) react together in sunlight. Sources of ozone precursors include motor vehicles, petroleum and chemical industries, consumer products, and dry cleaning. From 80 to 90 percent of carbon monoxide emissions results from motor vehicles burning gasoline incompletely. The Yolo-Solano Air Quality Management District (YSAQMD) is the agency responsible for protecting human health and property from the harmful effects of air pollution. The YSAQMD has jurisdiction over the northeast portion of Solano County, from Vacaville on the west to Rio Vista on the south. The District is governed by an air quality management board composed of representatives from both the county boards of supervisors and the mayors and city council members from the cities within the District.

SOILS

Soil conservation is an important aspect of natural resource management—both during construction and after development. Consequently, Rio Vista soils are considered a community resource to be preserved. The U.S. Natural Resource Conservation District's (NRCS's) soils map of the Rio Vista quadrangle is shown in *Figure 10-1*.

Soil properties that are most limiting in the Sacramento River Delta include drainage, slope, shrink-swell potential, bank stability, and shear strength. The planning area is underlain by thick deposits of alluvial sediments. Near-surface deposits are generally dark-colored, often highly organic, and of mixed lithologic composition and origin. Recent sediments along the eastern margin of the Delta are derived mostly from metamorphic sources in the Sierra Nevada foothills. Sediments along the western edge of the Delta are derived from the uplifted Tertiary sedimentary rocks of the Coast Ranges. The deepest layers of the alluvial sediments are a complex mixture of coarse sand and gravel bedrock deposits, sand- and silt-sized overbank deposits, and silt- and clay-sized backwater deposits. Sedimentary bedrock underlies the alluvial sediments.

Soils in the planning area reflect its original land cover, supporting mostly tule marsh vegetation and riparian forest vegetation. Soil types include loams, clays, clay loams, silty clay loams, fluvaquents, and mucks. Mineral soils cover most of the upland portions of the Delta and the lowland portions are dominated by peat soils. These soils are generally deep (up to 60 feet) and very poorly drained.

ENERGY

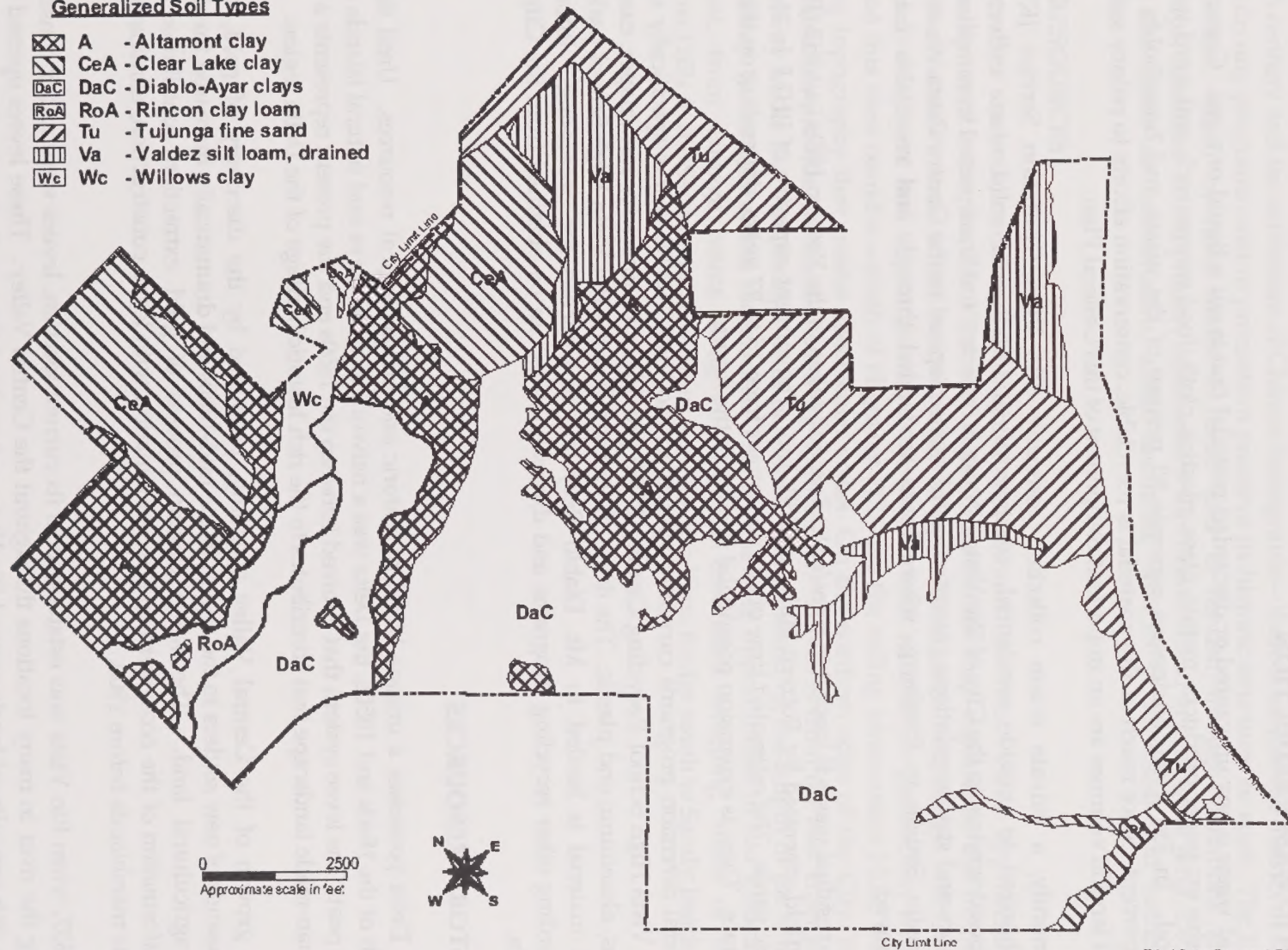
Rio Vista is in Pacific Gas and Electric Company's (PG&E's) Sacramento Division of Area 6. Since the California legislature approved deregulation of the utilities in 1996, PG&E has divested itself of its production facilities and now purchases electricity for distribution through the Independent Systems Operator (ISO). Power is transmitted to Rio Vista by PG&E transmission lines that run from the Brighton substation in Sacramento to the Grand Island substation. Large transformers at the Grand Island substation then step the electricity down from 115,000 volts to 21,000 volts for local distribution and use. PG&E operates 12-kilovolt (kV) electrical distribution lines to serve residences and farm operations. These lines typically run on wooden utility poles.

PG&E is also the distributor of natural gas through lines that run through central California. Approximately 80 percent of existing demand in Rio Vista is from homes. Commercial development and industry each account for 10 percent of the City's demand.

**Figure 10-1
SOIL TYPES**

Generalized Soil Types

-  A - Altamont clay
-  CeA - Clear Lake clay
-  DaC - Diablo-Ayar clays
-  RoA - Rincon clay loam
-  Tu - Tujunga fine sand
-  Va - Valdez silt loam, drained
-  Wc - Willows clay



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Rio Vista contributes to the natural gas supply with its gas reserves in various locations throughout the City. Gas-gathering facilities in Rio Vista place most of the natural gas in lines directed toward Stockton and Lodi.

SOLID WASTE REDUCTION

Solid waste is any unwanted or discarded material that is not a liquid or a gas. Common solid wastes are paper products, metals, glass, plastics, cloth, food scraps, rock, soil, yard waste, and wood. In Rio Vista, businesses generate 30 percent of the waste and households generate 70 percent. Since much of this material is recyclable, conservation efforts to reduce solid waste and landfill volumes are an important component of this General Plan.

Currently, a private waste collection company (Rio Vista Sanitation Service [RVSS]) is authorized to provide residential, commercial, and industrial solid waste collection and disposal services to the City of Rio Vista. Waste is collected and transported in compliance with county and state regulations governing solid waste disposal to the Contra Costa Waste Service Transfer Station in Pittsburg, where loads are sorted through and recyclable material is removed.

The residual waste is loaded in transfer trailers and taken to the Potrero Hills Landfill (PHLF) in Fairfield, operated by Potrero Hills Landfill, Inc. The current capacity of PHLF is 21 million cubic yards. The estimated time of closure ranges from 15 to 57 years, depending on the annual fill rate. There is expansion potential if needed in the future.

Several diversion programs currently operate in Rio Vista. RVSS works specifically with the Rio Vista High School Recycling Center. RVSS provides containers for newspaper, cardboard, glass, aluminum, and plastic. The drop-off location is at the Rio Vista High School parking lot. The material is hauled to Mt. Diablo Recycling in Concord for processing. Information regarding other recycling programs and diversion rates can be obtained from the City of Rio Vista.

HISTORIC RESOURCES

The Delta possesses a unique blend of historic and archaeological resources. Until the Gold Rush of the 1840s and 1850s, the Delta was a network of waterways and natural islands of sand and peat. The levee system that evolved between the 1850s and the present represents a unique human-made landscape that contributes to the rich historic heritage of the Delta region.

The growth of the Central Valley economy, prompted by the discovery of gold, brought thousands of new settlers to the region in the mid-1800s and dramatically increased the demand for agricultural land. The water cannon process of gold extraction contributed to the transformation of the ecosystem and, in combination with levee construction, eliminated most of the marshlands before 1900.

In 1857, when Rio Vista was established in its current location, levees were under construction along the river in many locations throughout the Central Valley. These levees opened up the vast, rich agricultural lands around Rio Vista and enabled this small river landing settlement to grow and prosper. *(See the Introduction for a more detailed discussion of the community's history.)*

The Rio Vista Museum on Front Street houses most of the documentation of Rio Vista's history. Numerous books have been written about this small river town; local efforts are now being made to correct, update, and expand historical accounts of the area. While the community is rich in its history—with numerous homes and commercial buildings dating back to the mid-nineteenth century and the settlement of Chinese immigrants—there is no historic district in Rio Vista, nor do any programs exist to promote or preserve its historic structures or sites. The Rio Vista Museum, which operates under a Board and is funded through donations and memberships, functions as the primary local source for historical and genealogical data. Local residents also serve as authoritative, albeit unofficial, sources of historical and cultural information.

VISUAL RESOURCES

Visual resources are both varied and abundant in and around Rio Vista. Those approaching town from the west enter the Rio Vista city limits miles before they experience the historic flavor of its downtown core, where vast expanses of agricultural lands intermingle with new residential development and vacant grasslands are dotted with natural gas production wells. Just beyond this view corridor—south of Highway 113—are the rolling Montezuma Hills, with undulating topography that creates spectacular vistas. On the northern edge of the City, the Delta marshlands provide yet another viewing opportunity. Travelers from the east enter the City's gateway at the Rio Vista Bridge, with panoramic views extending the length of the town from the Deep Water Channel to the marina. Primary viewing opportunities in Rio Vista are intermittent, from vantage points along Highway 12 that offer sweeping vistas of the Montezuma Hills to the Sacramento riverfront from the Rio Vista Bridge south to Sandy Beach.

E. Outlook

This Resource Conservation & Management element will be used as a guide to direct future actions by the City and the development community in their treatment of natural, cultural, and visual resources. Specific resources of concern include open space, biological resources, water resources, air quality, soils, energy, solid waste reduction, historic resources, and visual resources. This element focuses on open space as a means of ensuring the continued availability of land for (1) managed production for agriculture and mineral extraction, (2) seasonal drainage corridors and floodwater conveyance, (3) preservation of key hilltops and ridges, (4) retention of natural topography in the Montezuma Hills, (5) wildlife habitat, and (6) enjoyment as a visual resource and aesthetic amenity.

SENSITIVE LOCAL RESOURCE AREAS

The General Plan identifies several significant areas in the Rio Vista planning area where one or more of the resources identified above may be concentrated or that may feature several of these resources. Throughout this element and others in the General Plan, these significant areas are referred to as "Sensitive Local Resource Areas" (SLRAs). SLRAs can be defined as "areas possessing one or more natural resources that, when taken together, create a feature that is uniquely representative of Rio Vista's character." The SLRAs are mapped in *Figure 10-2* as areas that are to be preserved to the extent feasible during the course of development. The SLRA boundaries map is not intended to be exact; the map is drawn in general form to serve as an overlay, to guide the project design and development phases in affected areas.

The Sensitive Local Resource areas illustrated in *Figure 10-2* can be separated into two general categories; low areas comprised of minor water courses known as drainageways or corridors, floodplain and marsh or wetland areas; and the key landforms, which include specific hilltops, ridgelines, valleys and their adjacent slopes, characteristic of the northern Montezuma Hills. The low areas are discussed and defined in the Water Resources section of Outlook; policies related to these are found under Goal 10.5 (protection of water resources). Key landforms (hilltops, ridgelines and valleys) are discussed in the section of that name under Outlook; related policies are found under Goal 10.11. *Figures 5-3* and *10-2* show the general locations of both low areas and the key landforms that have been identified as particularly prominent or important to retaining the character of the community's context and setting. *Figures 10-2* and *5-3* are not intended to delineate exact locations.

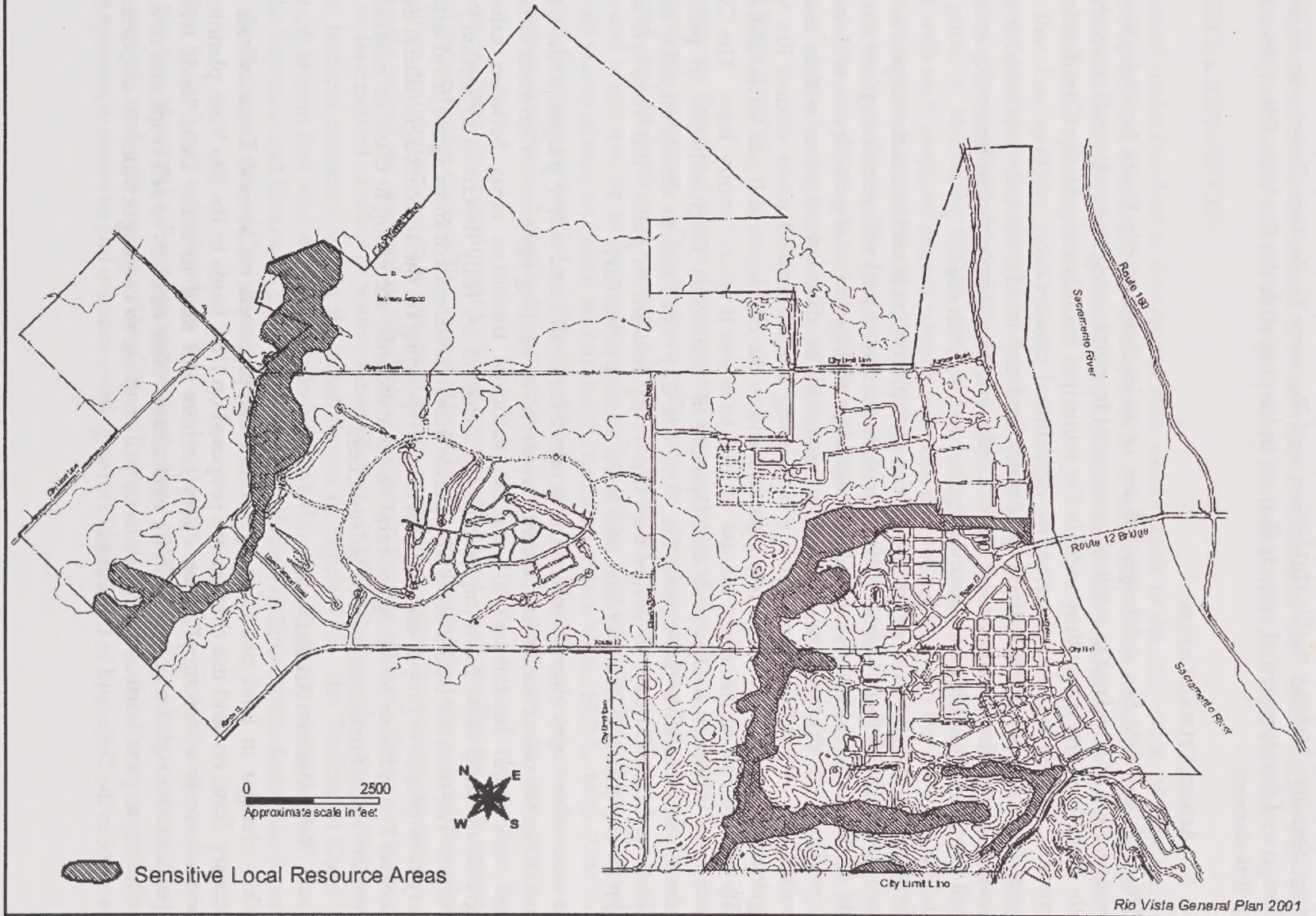
OPEN SPACE

Preservation of open space for myriad uses is a basic goal of the Rio Vista General Plan. While the City's intent for use of open space is discussed in detail in the Open Space & Recreation element, the policies of this element and their supporting programs will help to preserve and enhance open space as natural habitat. Implementing these actions will:

- Ensure that sensitive biological areas are properly conserved and managed with future development projects.
- Contribute to the preservation of the City's archaeological, historic, and visual resources.

Growth pressures from the Bay Area and plans for large-scale development within the city present challenges in achieving these objectives. The potential loss of open space areas to development pressures represents a concern that is addressed in the policies and implementing actions of this element. The City will be challenged in balancing resource preservation with the development needed to sustain a healthy and prosperous community. Preservation efforts will first focus on avoidance, with compensation a less desirable approach to be used when avoidance is not feasible. The overall goal is to minimize loss of valuable and significant natural resources.

**Figure 10-2
SENSITIVE LOCAL RESOURCE AREAS**



Policies directed at the preservation of open space are intended to guide rather than hinder the development process. Toward that end, the General Plan provides key tools, such as the SLRAs map, Sensitive Habitat Buffer Guidelines, and Resource Evaluation Criteria, to facilitate the design and development of projects that are in keeping with the Rio Vista Principles and goals of this element.

AGRICULTURAL LANDS

Although Rio Vista has not designated any of its lands in the city limits for agricultural uses, preservation of farmland is a critical component in maintaining its rural, small-town character. Rio Vista supports agriculture outside the municipal boundaries. As the City develops and expands, it will continue to promote agricultural conservation practices and will oppose premature or inappropriate efforts to intensify land uses in adjacent unincorporated areas. The General Plan policies are intended to solidify this stance and provide implementing actions that will encourage agriculture to continue right up to the urban edge.

General Plan policies in all elements with an agriculture component were developed under the assumption that Solano County's Measure A (or its equivalent) will remain in place during the life of this General Plan. That is, lands outside and adjacent to the city limits will remain in agricultural production and any urban uses will be directed to areas within municipal boundaries. With this County policy of keeping unincorporated lands around Rio Vista in agriculture, the need for an urban separator within the city limits will not be needed and the City will be able to maximize the use of land to where it abuts County lines. The City will encourage compact design and development of traditional neighborhoods in pedestrian-friendly environments throughout the City. The City will need to closely monitor land use decisions in the County, to ensure that this policy remains in place. Rio Vista will actively oppose any efforts to intensify land uses in the vicinity of the City.

In cases where agricultural buffers are required for health and safety purposes, the City will encourage the use of easements, density transfers, or binding agreements between developers and agricultural landowners to establish sufficient transition areas between urban and agricultural land uses. Such implementation measures are fully described in Section F of this chapter. The need for buffer areas to separate urban development from agricultural lands may vary from project to project and from lot to lot, depending on the adjacent agricultural use. The General Plan adheres to the agricultural buffer standards, according to class, as established by the State of California and used by Solano County.

SACRAMENTO RIVER DELTA

While changes in land use from agriculture are proposed on several Delta islands in the Primary Zone, no land use changes are proposed on DPC lands in the Rio Vista planning area. Loss of steady water supplies for Valley farmers will tend to make Delta lands with their riparian water rights more valuable for agriculture. New markets to sell crops and new crops, including crops to burn as energy sources, will continue to keep agriculture an important land resource in the Delta and in California.

Since the DPC is a state agency, the City's General Plan policies must be in accordance with this agency's policies for protected lands within Rio Vista's planning boundaries. Agricultural operations, natural resource protection, water-related recreation, and public facility uses will remain the only allowable uses in the Delta Primary Zone under the new General Plan.

BIOLOGICAL RESOURCES

Development under buildout of the General Plan would result in the conversion of large tracts of undeveloped land that could have the potential to adversely affect sensitive habitat. Infill development in more developed areas of the City is not expected to adversely affect important biological habitats or plant species.

This element provides a Sensitive Local Resource Areas Map to provide a starting point for site planning as large development projects are proposed. While this map is intended to serve as a general guide in identifying SLRAs, site-specific biological resource evaluations also will be required with each proposed project when it has been determined through the use of an initial study or environmental checklist that the project could result in potentially significant impacts to sensitive biological resources. Implementing actions, such as establishing Sensitive Habitat Buffer Guidelines, updating the Zoning Ordinance, and open space requirements, are some of the ways in which developments will be able to mitigate any potential impacts.

WATER RESOURCES

The Sacramento River and inland drainages are among the most significant and valuable of Rio Vista's natural resources. Development adjacent to streams will need to be designed, constructed and maintained to avoid adverse impacts on riparian vegetation, river bank stability, and water quality to the maximum extent feasible. The City's policies in this regard apply to all watercourses, wetlands, and drainage corridors shown on the SLRAs Map (*Note: In this element, "drainage corridor" is used as the collective term for drainageways, minor watercourses, and intermittent and perennial streams; these corridors include the smallest tributaries in a river basin.*)

The City strengthens its commitment to water conservation and water quality for both surface water and groundwater through its General Plan policies. Implementing actions emphasize the use of buffers and proper design to minimize urban runoff and pollutants entering waterways. (*Water supply policies are discussed in the Public Facilities & Services element.*) These are further defined as intermittent streams or watercourses shown on USGS topographic maps; there are two such features contained within the areas shown in Figure 10-2: the "Industrial Creek" intermittent stream bed and adjacent floodplain that flows through the main "valley" that bisects the Esperson and Riverwalk properties; and the Watson Hollow stream basin that flows through the Brann, Gibbs and City airport properties.

In addition to land use considerations, key implementing actions to protect water resources involve the use of setbacks, best management practices (BMPs) (e.g., grading, drainage, and erosion control), and site design. The City will encourage the use of natural stormwater drainage systems to preserve and enhance existing natural features.

AIR QUALITY

Buildout under this General Plan will result in a substantial increase in vehicle emissions, as a direct result of population growth. Regional growth will continue to negatively affect air quality. Rio Vista has defined its role in the attainment of state and federal air quality standards of the Sacramento Valley Air Basin through its policies and programs. Land use patterns and the General Plan's Community Design Guidelines (*as part of the Community Character & Design element*) will directly benefit the City's air quality. The emphasis on traditional neighborhood design and the creation of a pedestrian-friendly environment are expected to decrease the amount of local automobile travel and vehicle emissions. In addition, the Plan's guidance with regard to site preparation and construction activities, the use of trees and vegetation for air contaminant reduction, and cooperation with the YSAQMD will further serve to reduce the adverse impacts of growth on air quality. (*Additional implementing actions relating to air quality are discussed in the Circulation & Mobility element.*)

SOILS

Development under buildout of this General Plan will significantly disturb soils. Policies and implementing actions in this element are intended to preserve or minimize disturbance to soils, primarily through the use of sound grading and erosion control techniques. The General Plan policies rely on local ordinances and the BMPs recommended by the NRCS as the primary guidelines for grading and erosion control measures. *Figure 10-3* illustrates the preferred method for cuts and fills.

In addition, knowledge of soils limitations and their suitability for development will help to conserve this limited resource and determine proper land use. The soils map on *Figure 10-1*, combined with the USDA Resource Conservation District's *Soils of Solano County*, define the characteristics of soils in Rio Vista; this information can be applied to constraints analyses for proposed development.

HILLTOPS, RIDGELINES, VALLEYS AND SLOPES

Rio Vista's location in the Montezuma Hills, adjacent to the Sacramento River, is a unique feature of the city's character. The Montezuma Hills offer outstanding views of the existing city, the Sacramento River, and the regional agricultural landscape. Low-lying areas that include drainage corridors (intermittent streams), wetlands and floodplains, absorb storm water runoff and help to alleviate or reduce flooding. *Figure 10-2*, Sensitive Local Resource Areas and *Figure 5-3*, General Locations of Key Hilltops, Valleys and Ridgelines, identify the sensitive resources that require special resource conservation and management policies.

The preservation of the sensitive hilltops, ridgelines and valleys accomplishes several resource conservation and management objectives. The hilltops, ridgelines and the adjacent slopes, define the natural character of the Montezuma Hills and provide for long views to the regional landscape. When viewed from the existing city, they provide a visual link and connection to the natural character of this unique environmental feature. When in the hills, the hilltops and ridgelines offer the potential for views to a variety of urban and natural

features. Taken together, this perspective is one of the key defining elements of Rio Vista's sense of place, its connection to its surroundings and its definition of itself as a community.

The valleys and drainage corridors are a significant component of the structure of the Montezuma Hills, and are integral to the surface run-off that feeds the wetlands located at the low end of this sensitive resource area. The valleys also offer the potential for an integrated public open space and trail system that can link the majority of the developing lands immediately contiguous to the existing urban core.

The hilltops, ridgelines and valleys offer a variety of outstanding community benefits as the city develops adjacent to these sensitive environmental areas. The preservation of the significant natural functions of these resources presents a unique opportunity for public benefit, access and enjoyment that is otherwise impossible to create.

Goals, policies, and implementation measures, including design criteria, that relate to these key resources and the opportunities they represent, are stated mainly in two Elements: Chapter 5, Community Character and Design; and this Chapter 10, Resource Conservation and Management.

VISUAL RESOURCES

The City of Rio Vista will use the tools provided in this General Plan to retain its small-town character in what is now a desirable rural setting. In an effort to avoid generic suburban architectural styles, the policies and implementing actions in this element seek to preserve open space areas and views as an important feature of the community. Together with the design guidelines in the Community Character & Design element, the policies and implementing actions in this element will help to further strengthen the visual interest of the city.

The gateway areas are visual focal points for those entering the city on Highway 12. Buildout under this General Plan will bring substantial new development along the highway—portions of which are within highly sensitive viewing corridors. Consequently, proper siting and design of development projects in these areas are critical to maintaining a desirable aesthetic quality in these areas.

Development should be sensitive to the key natural features of the area, including ecological systems, vegetative communities, mature trees, watercourses, land forms, archaeological and historical resources, and architecturally significant structures. Proposed projects should identify and conserve special areas of high ecological sensitivity throughout the City—for example, key hilltops, riparian areas, and views of the Sacramento River waterfront. By respecting and preserving important natural resources and visual character, development may serve as an asset rather than a detriment to the community.

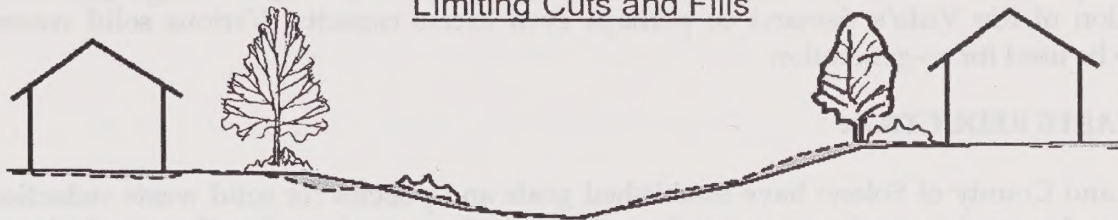
ENERGY

Californians have become more energy conscious since the energy crisis in 1972. The advent of deregulation, rapidly escalating cost of energy, and ever-decreasing availability of fuel sources have prompted government agencies to conserve energy and look for alternatives to the use of non-renewable resources. Strategies used by state and local communities include improving the efficiency of transportation systems, replacing fixtures that use a lot of energy with newer and more efficient equipment, and promoting recycling. *(These strategies also are discussed in the Circulation & Mobility element and in other sections of this element.)*

Communities throughout the state are presently experiencing “rolling blackouts” as a result of the imbalance at certain times between the supply of and demand for electricity. The ISO, which serves as a power brokerage, operates the State’s electricity power grid and tells the distributors of electricity when they need to transfer load to PG&E.

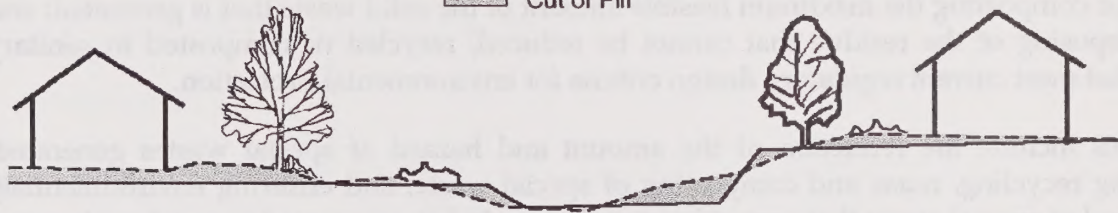
As electricity demand continues to outstrip the available supply in California, Rio Vistas will need to change the way they use and manage limited power resources. Reports from the ISO indicate that statewide energy conservation is significantly reducing the demand. Until additional or alternative power generation sources come online, energy conservation will become increasingly important to the community.

Figure 10-3
GRADING GUIDELINES
Limiting Cuts and Fills



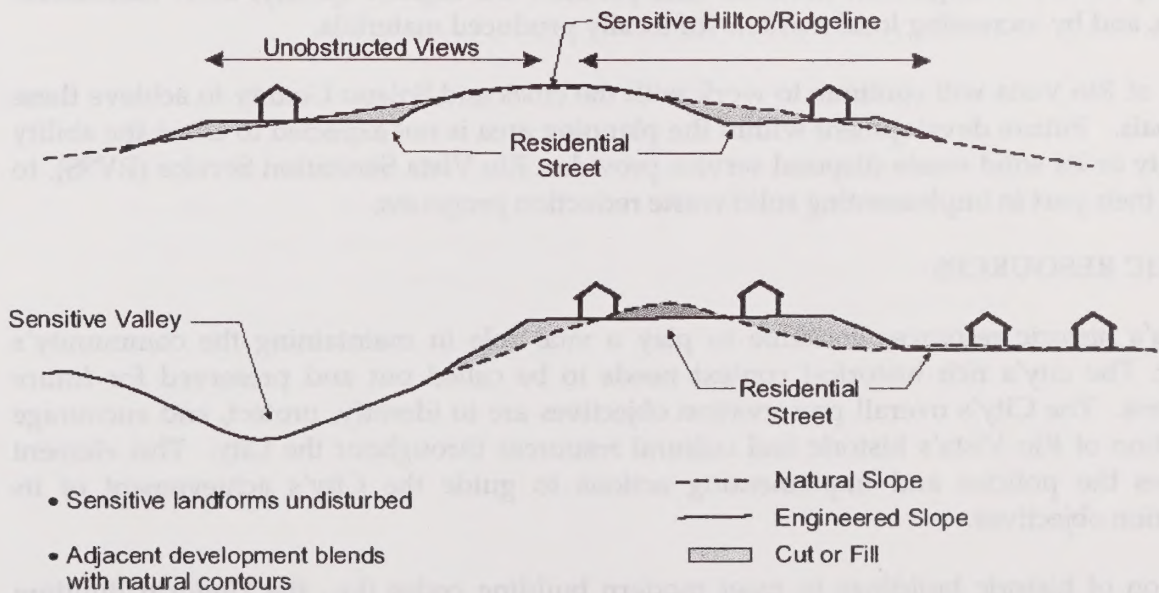
Preferred Method: Limit cuts and fills to maintain natural contours to the greatest extent feasible.

--- Natural Contour
— Graded Contour
■ Cut or Fill



Discouraged Method: Excessive cuts and fills disrupt the site's natural contours.

Slope Treatment



Rio Vista General Plan 2001

There is a potential for utilizing biofuels from the Delta to power a generating plant in the vicinity. Current Rio Vista demands are about 4-5 megawatts; future demand will grow to about 20 megawatts at today's energy usage rates. If feasible, a biofuel plant might provide a large portion of Rio Vista's demand or perhaps even excess capacity. Various solid wastes might also be used for co-generation.

SOLID WASTE REDUCTION

The cities and County of Solano have established goals and policies for solid waste reduction and increased use of secondary (recycled) materials. These goals and policies, which are contained in the *Solano County Countywide Integrated Waste Management Plan* (Environmental Science Associates, 1995), include measures for transforming the current system of producing, consuming, and disposing of material goods to a new system that places greatest emphasis on reducing the generation of solid waste at the source of the generation; secondary emphasis on recycling or composting the maximum feasible amount of the solid waste that is generated; and finally, disposing of the residue that cannot be reduced, recycled or composted in sanitary landfills that meet current regulatory design criteria for environmental protection.

These goals include the reduction of the amount and hazard of special wastes generated. Maximizing recycling, reuse and composting of special waste, and ensuring environmentally safe disposal of special waste that cannot be reused, recycled or composted is an integral part of this program.

Another goal of the plan includes increased use of secondary materials. The *Solano County Countywide Integrated Waste Management Plan* states the intent of this interjurisdictional effort to strengthen markets for secondary materials by continuing to place emphasis on front-end (source-separated) management methods that produce the highest quality, most marketable materials, and by increasing local markets for locally produced materials.

The City of Rio Vista will continue to work with the cities and Solano County to achieve these stated goals. Future development within the planning area is not expected to affect the ability of the City or its solid waste disposal service provider, Rio Vista Sanitation Service (RVSS), to continue their part in implementing solid waste reduction programs.

HISTORIC RESOURCES

Rio Vista's historic resources continue to play a vital role in maintaining the community's character. The city's rich historical context needs to be called out and preserved for future generations. The City's overall preservation objectives are to identify, protect, and encourage preservation of Rio Vista's historic and cultural resources throughout the City. This element establishes the policies and implementing actions to guide the City's achievement of its preservation objectives.

Restoration of historic buildings to meet modern building codes (i.e., the Uniform Building Code, the Uniform Fire Code, and the Uniform Plumbing Code) can be too costly for property owners. In addition, some alterations required by these modern codes could detract from the historic aspects of the structures. Therefore, the City will encourage property owners to pursue historic designation for their structures and sites under federal, state, or local authority. Such a

designation would enable the property owner to implement alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as qualified historic buildings, as allowed by the State Historical Building Code (Title 24, Part 8).

- Direct flow water and air quality will be improved.
- Direct flow natural, cultural, and visual resources will be preserved, enhanced, and restored.
- Enhance the City's reputation as a destination for a variety of activities that will increase the public's safety.

The implementing actions associated with each policy are fully described at the end of this chapter.

NATURAL AND CULTURAL RESOURCES

Objectives

GOAL 10: TO PROTECT, PROMOTE, AND ENHANCE AN OVERSIGHTED SYSTEM OF SIGNIFICANT OPEN SPACE AREAS, INCLUDING SENSITIVE LOCAL RESOURCE AREAS.

Policy

Implementing Action

POL 10.1	The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas. The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas. The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas.	POL 10.2	The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas. The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas. The City shall ensure that the development process respects the unique characteristics and functions of sensitive local resource areas.
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These conditions are typical of the conditions found in many groups of people living in poverty, and are likely to be associated with a range of health problems, including mental health problems. The conditions are likely to be associated with a range of health problems, including mental health problems. The conditions are likely to be associated with a range of health problems, including mental health problems.

THE NEED FOR A NEW APPROACH

The need for a new approach to the care of people with mental health problems is a well-recognized one, and has been the subject of many reports and studies. The need for a new approach to the care of people with mental health problems is a well-recognized one, and has been the subject of many reports and studies. The need for a new approach to the care of people with mental health problems is a well-recognized one, and has been the subject of many reports and studies.

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CONCLUSION

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F. Goals, Policies, and Implementing Actions

This section sets forth goals and policies to:

- Direct how water and air quality will be improved.
- Direct how natural, cultural, and visual resources will be preserved, enhanced, and managed.
- Establish the City's approach to addressing natural hazards in a manner that will ensure the public's safety.

The implementing actions associated with each policy are fully described at the end of this chapter.

NATURAL AND CULTURAL RESOURCES

OPEN SPACE

GOAL 10.1 TO PRESERVE, PROTECT, AND ENHANCE AN INTERCONNECTED SYSTEM OF SIGNIFICANT OPEN SPACE AREAS, INCLUDING SENSITIVE LOCAL RESOURCE AREAS.

Policy	Implementing Action
10.1.A The City shall ensure that the development process respects the unique characteristics and functions of Sensitive Local Resource Areas (SLRAs). The preferred treatment is first, avoidance of disturbance; second, on-site restoration; third, in-kind restoration; then, other approaches or mitigation.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-2 <i>Fees, Dedications, and Easements</i> RCM-6 <i>Sensitive Local Resource Areas Map</i> RCM-7 <i>Environmental/Visual Constraints Map</i> RCM-8 <i>Development Review</i>

Policy

Implementing Action

10.1.B	The City shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas, such as hillsides and ridges, and along important transportation corridors (as shown in the Sensitive Local Resource Areas shown in <i>Figure 10-2</i>).	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>
		RCM-2	<i>Fees, Dedications, and Easements</i>
		RCM-3	<i>Community Design Guidelines</i>
		RCM-4	<i>Natural and Cultural Resources Inventory</i>
		RCM-5	<i>Public Awareness/Education Programs</i>
		RCM-6	<i>Sensitive Local Resource Areas Map</i>
		RCM-7	<i>Environmental/Visual Constraints Map</i>
10.1.C	The City shall require that new development be designed and constructed to preserve the following types of areas and features as open space to the maximum extent feasible: • High erosion hazard areas • Scenic and trail corridors • Streams and riparian vegetation • Wetlands • Drainage corridors • Other significant stands of vegetation • Wildlife corridors • Key hilltops • Views of the Sacramento River • Any areas of federal, state or local significance • Sensitive Local Resource Areas shown in <i>Figure 10-2</i>	RCM-2	<i>Fees, Dedications, and Easements</i>
		RCM-4	<i>Natural and Cultural Resources Inventory</i>
		RCM-6	<i>Sensitive Local Resource Areas Map</i>
		RCM-7	<i>Environmental/Visual Constraints Map</i>
		RCM-8	<i>Development Review</i>
		RCM-9	<i>Best Management Practices</i>
		RCM-10	<i>Resource Maintenance and Management Programs</i>
10.1.D	The City shall recommend levels of preservation and protection based on the inherent qualities, capabilities, and limitations of undeveloped sites.	RCM-11	<i>Resource Evaluation Criteria</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>

Policy

Implementing Action

10.1.E	The City shall require developers to use native and compatible non-native species, especially drought-resistant species, to the extent possible in fulfilling landscaping and natural habitat mitigation requirements.	RCM-8	<i>Development Review</i>
		RCM-10	<i>Resource Maintenance and Management Programs</i>

10.1.F	The City shall require that significant natural habitat areas be identified in advance of development and incorporated into site-specific development project design.	RCM-4	<i>Natural and Cultural Resources Inventory</i>
		RCM-6	<i>Sensitive Local Resource Areas Map</i>
		RCM-7	<i>Environmental/Visual Constraints Map</i>
		RCM-8	<i>Development Review</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>

10.1.G	The City shall ensure that development constructs linkages between natural habitat preservation areas.	RCM-3	<i>Community Design Guidelines</i>
		RCM-8	<i>Development Review</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>
		RCM-13	<i>Land Use Map</i>

10.1.H	The City shall ensure that development identifies alternative sites for linkages where sensitive habitat areas may be adversely affected.	RCM-4	<i>Natural and Cultural Resources Inventory</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>
		RCM-13	<i>Land Use Map</i>

AGRICULTURAL LANDS

GOAL 10.2 TO PRESERVE AND PROTECT AGRICULTURAL LANDS AND FARMING OPERATIONS.

Policy	Implementing Action
10.2.A The City shall require an evaluation of the potential for adverse impacts on agricultural production and economic value from exposure to urban development for all new development projects adjacent to rural lands. It is the intent of this policy to prevent the creation of conditions that will impair any present farm operations on land adjacent to city limits, to a degree that threatens the long-term viability of the use of that land for agricultural purposes.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-8 <i>Development Review</i> RCM-14 <i>Agricultural Buffers</i> RCM-15 <i>Interagency Coordination</i>
10.2.B The City shall support efforts by Solano County to discourage non-agricultural land uses in agricultural areas adjacent to the Rio Vista city limits.	RCM-13 <i>Land Use Map</i> RCM-15 <i>Interagency Coordination</i>
10.2.C The City shall pursue development of a wastewater irrigation program to increase the efficiency of water delivery and use for agricultural consumers.	RCM-5 <i>Public Awareness/Education Programs</i> RCM-10 <i>Resource Maintenance and Management Programs</i> RCM-16 <i>Wastewater Reuse</i>

SACRAMENTO RIVER DELTA

GOAL 10.3 TO PRESERVE AND PROTECT THE SACRAMENTO RIVER DELTA AS AN IMPORTANT LAND RESOURCE FOR AGRICULTURE AND WILDLIFE HABITAT.

Policy	Implementing Action
10.3.A The City shall ensure that agricultural operations, natural resource protection, water-related recreation, and public facility uses shall remain the only allowable uses in the Delta Primary Zone.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i>
	RCM-8 <i>Development Review</i>
	RCM-14 <i>Agricultural Buffers</i>
	RCM-15 <i>Interagency Coordination</i>

BIOLOGICAL RESOURCES

GOAL 10.4 TO PRESERVE AND PROTECT BIOLOGICAL RESOURCES FOR THEIR WILDLIFE HABITAT, AESTHETIC, AND RECREATIONAL VALUES.

Policy	Implementing Action
10.4.A The City shall require that development projects be designed to protect and enhance the area's biological resources to the greatest extent feasible.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i>
	RCM-6 <i>Sensitive Local Resource Areas Map</i>
	RCM-7 <i>Environmental/Visual Constraints Map</i>
	RCM-8 <i>Development Review</i>
	RCM-14 <i>Agricultural Buffers</i>
10.4.B The City shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in sensitive areas.	RCM-15 <i>Interagency Coordination</i>
	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i>
	RCM-6 <i>Sensitive Local Resource Areas Map</i>
	RCM-8 <i>Development Review</i>
	RCM-11 <i>Resource Evaluation Criteria</i>
	RCM-17 <i>Environmental Design Criteria</i>

Policy	Implementing Action
10.4.C The City shall encourage the use of native and compatible non-native species – especially drought-resistant ones – in fulfilling landscaping requirements imposed as conditions of discretionary permits or for project mitigation.	RCM-8 <i>Development Review</i> RCM-18 <i>Landscape Ordinance</i>
10.4.D The City shall require new development to mitigate wetland loss in both regulated and non-regulated wetlands to achieve “no net loss” through any combination of the following, in descending order of their desirability: (1) avoidance; (2) where avoidance is not possible, minimization of impacts on the resource; or (3) compensation that provides the opportunity to mitigate impacts on rare, threatened, and endangered species or the habitat that supports these species in wetland and riparian areas.	RCM-6 <i>Sensitive Local Resource Areas Map</i> RCM-8 <i>Development Review</i>
10.4.E The City shall require new private or public developments to preserve and enhance existing native riparian habitat, unless public safety concerns require removal of habitat for flood control or other public purposes.	RCM-6 <i>Sensitive Local Resource Areas Map</i> RCM-8 <i>Development Review</i>
10.4.F The City shall discourage direct runoff of pollutants and siltation into wetland areas from outfalls serving nearby urban development, so that pollutants and siltation will not adversely affect the value or function of wetlands.	RCM-8 <i>Development Review</i> RCM-9 <i>Best Management Practices</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>

WATER RESOURCES

GOAL 10.5 TO MANAGE AND PROTECT THE CITY'S WATER RESOURCES.

THE FOLLOWING POLICIES APPLY TO LANDS WITHIN THE SENSITIVE LOCAL RESOURCE AREAS SHOWN IN FIGURE 10.2

Policy	Implementing Action
10.5.A The City shall ensure that natural drainage flows are maintained in new development projects to the greatest extent feasible.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-8 <i>Development Review</i>
10.5.B The City shall review individual projects to determine the setback requirements that will adequately buffer natural drainage corridors from development.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i>
10.5.C The City shall require that natural drainage corridors are integrated into new development in such a way that they are accessible to the public and serve as a positive amenity to the community.	RCM-3 <i>Community Design Guidelines</i> RCM-7 <i>Environmental/Visual Constraints Map</i> RCM-8 <i>Development Review</i>
10.5.D The City shall ensure that natural drainage corridors and other watercourses are protected from the adverse effects of construction activities and urban runoff.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-8 <i>Development Review</i> RCM-9 <i>Best Management Practices</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>

Policy	Implementing Action
10.5.E The City shall require proposed development projects that would encroach into natural drainage corridors to implement one or more of the following measures, in descending order of their desirability: • Avoid disturbance of the drainage corridor. • Replace any riparian vegetation (onsite, in-kind). • Restore another section of drainage corridor (in-kind). • Pay a mitigation fee for restoration elsewhere in the City. • Implement other mitigation as appropriate.	RCM-2 <i>Fees, Dedications, and Easements</i> RCM-8 <i>Development Review</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>
IN ALL LANDS SUBJECT TO THE GENERAL PLAN:	
10.5.F The City shall restrict development of lands in the 100-year floodplain to protect human habitation, property and sensitive wildlife or vegetation.	RCM-13 <i>Land Use Map</i> RCM-20 <i>Flood Insurance Rate Maps</i>
10.5.G The City shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of drainageways and damage to riparian habitat.	RCM-9 <i>Best Management Practices</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>
10.5.H The City shall condition projects on applying pollution control measures that will restrict pollutants from entering Rio Vista's storm drain system.	RCM-8 <i>Development Review</i> RCM-9 <i>Best Management Practices</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>

Policy		Implementing Action	
10.5.I	The City shall ensure that groundwater resources are protected from contamination and overdraft.	RCM-9	<i>Best Management Practices</i>
		RCM-19	<i>Grading and Erosion Control Ordinance</i>
10.5.J	The City shall encourage the use of treated wastewater for irrigation and groundwater recharge.	RCM-5	<i>Public Awareness/Education Programs</i>
		RCM-16	<i>Wastewater Reuse</i>
10.5.K	The City shall maintain its ability to meet its water supply requirements.	RCM-8	<i>Development Review</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>
		RCM-13	<i>Land Use Map</i>
		RCM-16	<i>Wastewater Reuse</i>
10.5.L	The City shall recognize water as a limited resource by encouraging the use of water conservation measures. (Also see Policy 12.8.A and implementing action PF-22 in the Public Facilities & Services element concerning metered water use.)	RCM-5	<i>Public Awareness/Education Programs</i>
		RCM-8	<i>Development Review</i>
10.5.M	The City shall encourage activities that maintain and improve drinking water quality.	RCM-9	<i>Best Management Practices</i>
		RCM-19	<i>Grading and Erosion Control Ordinance</i>

AIR QUALITY

GOAL 10.6 TO RECOGNIZE IMPROVED AIR QUALITY AS A HEALTH BENEFIT AND TO PRESERVE AIR QUALITY AS A NATURAL RESOURCE.

Policy	Implementing Action
10.6.A The City shall require that site preparation and construction activities incorporate effective measures to minimize dust emissions and pollutant emissions from motorized construction equipment and vehicles.	RCM-8 <i>Development Review</i> RCM-9 <i>Best Management Practices</i>
10.6.B The City shall ensure that development projects facilitate non-motorized travel through the use of connecting streets, alleys, and connecting pathways.	RCM-3 <i>Community Design Guidelines</i> RCM-8 <i>Development Review</i>
10.6.C The City shall ensure that street design within new developments provides multiple access points within neighborhoods as much as possible, in order to avoid long, circuitous routes for motor vehicles.	RCM-3 <i>Community Design Guidelines</i> RCM-8 <i>Development Review</i>
10.6.D The City shall ensure that existing trees and vegetation are retained and incorporated into the project design wherever feasible.	RCM-6 <i>Sensitive Local Resource Areas Map</i> RCM-8 <i>Development Review</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>
10.6.E The City shall ensure that new development pays its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and public transit facilities.	RCM-2 <i>Fees, Dedications and Exactions</i>
10.6.F The City shall encourage the use of non-motorized transportation wherever possible in the community.	RCM-3 <i>Community Design Guidelines</i> RCM-21 <i>Countywide Bicycle Master Plan</i>

Policy	Implementing Action
10.6.G The City shall encourage the use of public transportation as an alternative to the automobile.	RCM-5 <i>Public Awareness/Education Programs</i>
10.6.H The City shall plan for a multi-modal transfer site that incorporates automobile parking areas, bike parking, transit, pedestrian paths, and park-and-ride pick-up points. (Also see Circulation and Mobility Element for General Plan Policy 8.3.O>)	RCM-2 <i>Fees, Dedications, and Easements</i> RCM-8 <i>Development Review</i> RCM-28 <i>Local, State, and Federal Funds</i>
10.6.I The City shall work to improve the public's understanding of the land use, transportation, and air quality link.	RCM-5 <i>Public Awareness/Education Programs</i> RCM-28 <i>Local, State, and Federal Funds</i>
10.6.J All City submittals of transportation improvement projects to be included in regional transportation plans shall be consistent with the air quality goals and policies of the General Plan.	RCM-8 <i>Development Review</i>
10.6.K The City shall pursue and use State and federal funds earmarked for air quality benefits.	RCM-28 <i>Local, State, and Federal Funds</i>
10.6.L The City shall work to replace the City's conventional fuel vehicles with low emission vehicles as funding becomes available and as functional/operational requirements allow.	RCM-28 <i>Local, State, and Federal Funds</i>
10.6M The City shall require application of the analysis methods and significance thresholds recommended by the Yolo-Solano Air Quality Management District, as needed, to determine a project's air quality impacts.	RCM-8 <i>Development Review</i>

SOILS

GOAL 10.7 TO PROTECT AND PRESERVE SOILS AS A NATURAL RESOURCE.

Policy		Implementing Action	
10.7.A	The City shall minimize soil erosion and sedimentation by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.	RCM-3	<i>Community Design Guidelines</i>
		RCM-8	<i>Development Review</i>
		RCM-12	<i>Zoning Ordinance Review and Update</i>
		RCM-13	<i>Land Use Map</i>
		RCM-19	<i>Grading and Erosion Control Ordinance</i>

ENERGY

GOAL 10.8 TO ENCOURAGE THE OPTIMAL USE OF AVAILABLE ENERGY RESOURCES.

Policy		Implementing Action	
10.8.A	The City shall promote energy conservation programs for all utility users.	RCM-8	<i>Development Review</i>
		RCM-22	<i>Public Services Monitoring Report</i>
10.8.B	The City shall encourage active and passive solar energy design in building and site development.	RCM-8	<i>Development Review</i>
		RCM-23	<i>Title 24 of the Uniform Building Code</i>
10.8.C	The City shall encourage the development and use of alternative energy sources.	RCM-15	<i>Interagency Coordination</i>

SOLID WASTE REDUCTION

GOAL 10.9 TO REDUCE THE AMOUNT OF SOLID WASTE GENERATED IN RIO VISTA.

Policy		Implementing Action	
10.9.A	The City shall promote waste reduction methods within the City.	RCM-24	<i>Source Reduction and Recycling Plan</i>

10.9.B	The City shall promote recycling and resources conservation.	RCM-5	<i>Public Awareness/Education Programs</i>
		RCM-22	<i>Public Services Monitoring Report</i>

HISTORIC RESOURCES

GOAL 10.10 TO ENCOURAGE PRESERVATION OF THE CITY'S HISTORIC RESOURCES WHILE ENHANCING THEIR VALUE AND ECONOMIC LIFE.

Policy	Implementing Action
10.10.A The City shall ensure that urban changes preserve and maintain historic and architectural resources, including historic buildings and industrial spaces that are of historical significance.	RCM-3 <i>Community Design Guidelines</i>
	RCM-4 <i>Natural and Cultural Resources Inventory</i>
	RCM-25 <i>Sign Ordinance Review and Update</i>
10.10.B The City shall improve local awareness of its cultural and historical resources.	RCM-3 <i>Community Design Guidelines</i>
	RCM-5 <i>Public Awareness/Education Programs</i>
	RCM-25 <i>Sign Ordinance Review and Update</i>
10.10.C The City shall require that discretionary development projects identify important historic, archaeological, and cultural sites and their contributing environment from damage, destruction, and abuse. The City shall ensure that such assessments are incorporated into the City's cultural and historical database, to be maintained by the Rio Vista Museum.	RCM-4 <i>Natural and Cultural Resources Inventory</i>
	RCM-8 <i>Development Review</i>
	RCM-25 <i>Sign Ordinance Review and Update</i>
	RCM-26 <i>Preservation Ordinance</i>

Policy	Implementing Action
10.10.D The City shall identify and promote incentive programs to assist private property owners in preserving and enhancing historic structures.	RCM-5 <i>Public Awareness/Education Programs</i> RCM-27 <i>Official Register</i> RCM-28 <i>Local, State, and Federal Funds</i> RCM-29 <i>State Historical Building Code</i>
10.10.E The City shall encourage the preservation of historic structures and shall discourage rehabilitation and remodel projects that would alter their historic character.	RCM-5 <i>Public Awareness/Education Programs</i> RCM-8 <i>Development Review</i> RCM-12 <i>Zoning Ordinance Review and Update</i> RCM-26 <i>Preservation Ordinance</i> RCM-27 <i>Official Register</i> RCM-28 <i>Local, State, and Federal Funds</i> RCM-29 <i>State Historical Building Code</i>
10.10.F The City shall regard demolition of historic resources as a last resort, to be permitted only after the City determines that the resource retains no reasonable economic use; that demolition is necessary to protect health, safety, and welfare; or that demolition is necessary to proceed with a new project where the benefits of the new project outweigh the loss of the historic resource.	RCM-4 <i>Natural and Cultural Resources Inventory</i> RCM-8 <i>Development Review</i> RCM-26 <i>Preservation Ordinance</i> RCM-28 <i>Local, State, and Federal Funds</i> RCM-29 <i>State Historical Building Code</i>
10.10.G The City shall support public, quasi-public, and private entities in their preservation efforts.	RCM-4 <i>Natural and Cultural Resources Inventory</i> RCM-5 <i>Public Awareness/Education Programs</i> RCM-26 <i>Preservation Ordinance</i> RCM-27 <i>Official Register</i> RCM-28 <i>Local, State, and Federal Funds</i>

VISUAL RESOURCES

GOAL 10.11 TO PROTECT THE VISUAL AND SCENIC RESOURCES OF RIO VISTA—RECOGNIZING THEIR IMPORTANCE IN THE QUALITY OF LIFE FOR CITY RESIDENTS AND IN PROMOTING RECREATION AND TOURISM.

Policy	Implementing Action
10.11.A The City shall require new development in scenic areas (e.g., river banks, Highway 12 corridor, Sacramento River waterfront, and hillsides) to use planning, design, construction, and maintenance techniques that: • Incorporate design and screening measures to minimize the visibility of structures and graded areas. • Maximize views in sensitive viewing areas and corridors. • Maintain the character and visual quality of the area.	RCM-6 <i>Sensitive Local Resource Areas Map</i> RCM-7 <i>Environmental/Visual Constraints Map</i> RCM-8 <i>Development Review</i>
10.11.B The City shall require that new development be designed to integrate natural landforms and vegetation in order to minimize alteration of scenic vistas. Figure 10-2 shall be used to identify sensitive areas of particular concern during project design and development.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-2 <i>Fees, Dedications, and Easements</i> RCM-8 <i>Development Review</i> RCM-28 <i>Local, State, and Federal Funds</i> RCM-29 <i>State Historical Building Code</i>
10.11.C The City shall encourage new development to use natural vegetation in buffer areas (if required) between the development and adjacent farmland.	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-8 <i>Development Review</i>
10.11.D The City shall require that development design maximizes the amount of open space frontage accessible to public view.	RCM-8 <i>Development Review</i>

Policy	Implementing Action
10.11.E The City shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities shall be installed underground, and roadways and parking areas shall be landscaped and designed to accommodate the natural terrain.	RCM-8 <i>Development Review</i> RCM-10 <i>Resource Maintenance and Management Programs</i> RCM-15 <i>Interagency Coordination</i>
10.11.F The City shall require new development to incorporate sound soil conservation practices and minimize land alterations. Land alterations within areas illustrated by Figures 10-2 and 5-3 (as further defined by specific site analysis required by RCM-7), shall comply with the following guidelines, illustrated by Figure 10-3:	RCM-1 <i>Sensitive Habitat Buffer Guidelines</i> RCM-8 <i>Development Review</i> RCM-9 <i>Best Management Practices</i> RCM-19 <i>Grading and Erosion Control Ordinance</i>
• Limit grading to the smallest practical area of land. • Limit land exposure to the shortest practical amount of time. • Use erosion and sediment control measures, including temporary vegetation sufficient to stabilize disturbed areas. • Replant graded areas to ensure establishment of plant cover before the next rainy season.	

Policy	Implementing Action
10.11.F Continued.	• Create grading contours that blend with the natural contours onsite or with contours on property immediately adjacent to the area of development. • Ensure that development near or on portions of hillsides does not cause or worsen natural hazards, such as erosion, sedimentation, increased risk of fire, or degraded water quality. • Maintain the character and visual quality of the hillside.
10.11.G The City shall protect and seek to enhance scenic corridors.	RCM-2 <i>Fees, Dedications, and Easements</i> RCM-3 <i>Community Design Guidelines</i> RCM-8 <i>Development Review</i> RCM-12 <i>Zoning Ordinance Review and Update</i> RCM-13 <i>Land Use Map</i>
10.11.H The City shall encourage the development of trails, picnicking and observation areas, and parks along scenic corridors. (Also refer to the Open Space & Recreation and Circulation & Mobility elements.)	RCM-3 <i>Community Design Guidelines</i> RCM-12 <i>Zoning Ordinance Update and Review</i>
10.11.I The City shall include aesthetic design considerations in road construction, reconstruction, and maintenance for local streets and highways.	RCM-3 <i>Community Design Guidelines</i> RCM-8 <i>Development Review</i>
10.11.J The City shall support and encourage anti-litter, beautification, and cleanup programs along Highway 12.	RCM-5 <i>Public Awareness/Education Programs</i>

G. Implementing Actions for Resource Conservation & Management (RCM)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Resource Conservation & Management element.

RCM-1 SENSITIVE HABITAT BUFFER GUIDELINES *(Proposed)*

The City will review projects on a case-by-case basis to determine the setback requirements for sensitive habitat. General guidelines for setbacks will include 100 feet from the edge of perennial streams; 50 feet from the edge of intermittent streams; and 50 feet from the edge of sensitive habitats, including riparian zones, wetlands, and habitats of rare, threatened, and endangered species. Based on more detailed information supplied as part of the review for a specific project, the City may determine that these setback distances are not applicable in a particular instance or that they should be modified (decreased or increased) based on the new information provided. Additional setbacks may be required for Sensitive Local Resource Areas (as defined in Section E in this chapter and shown in Figure 10-2; also see implementing action RCM-6 below). The City may allow exceptions as follows:

- The location is necessary to avoid or mitigate hazards to the public.
- The location is necessary for the repair of roads, bridges, trails, or similar infrastructure; the City determines that there is no feasible alternative; and/or the City's decision makers have determined that the project has minimized environmental impacts through project design and infrastructure placement.

RCM-2 FEES, DEDICATIONS, AND EASEMENTS *(Proposed)*

Parcel lines (in the case of a subdivision) or easements (in the case of a subdivision or other development) should be located to optimize resource protection. If a Sensitive Local Resource Area (SLRA) or other significant corridor, including drainage corridors, hilltops, or other sensitive areas, is proposed for inclusion in an open space parcel or easement, allowed uses and maintenance responsibilities within that parcel should be clearly defined and conditioned prior to map or project approval.

The City will seek to protect SLRAs by (1) requiring adequate setbacks; (2) maintaining these areas in an essentially natural state; (3) prohibiting the planting of invasive, non-native plants within the SLRAs or setback areas; and (4) avoiding removal of natural vegetation within the areas to the extent feasible.

RCM-3 COMMUNITY DESIGN GUIDELINES *(Proposed)*

The City will apply the Community Design Guidelines, as described in the Community Character & Design element of the General Plan. These guidelines will promote the integration of natural and built environments.

RCM-4 NATURAL AND CULTURAL RESOURCES INVENTORY *(Proposed)*

In conjunction with the environmental review of a project required by the California Environmental Quality Act, the City will require that resource field surveys be submitted, concurrent with development applications, that provide an inventory of the type, quantity, and quality of existing open space and natural resources. This requirement may be waived if the City determines that the proposed planning area has been sufficiently surveyed or does not contain resources considered significant. The completed surveys will be used to evaluate individual projects and to compile a comprehensive natural resources inventory for the City.

The City will initiate, or work with the Rio Vista Museum Board and other interested local civic groups to undertake, an inventory of structures (50 or more years old) or sites with potential architectural, historic, archaeological, or cultural significance to the community. The inventory could include developing historic context statements for each property that is determined to have local historical significance. The information will be incorporated into the City's cultural and historical database, to be maintained by the Rio Vista Museum, which then can be made available to historians or property owners pursuing listing on the official state or federal register.

RCM-5 PUBLIC AWARENESS/EDUCATION PROGRAMS *(Proposed)*

The City's role in public education about resource conservation and management will, at a minimum, provide City residents with literature and public information announcements on habitat preservation; highway cleanup and beautification; water and energy issues; wastewater generation, treatment, and reuse; and household waste reduction. In addition, the City will request additional information from state and federal agencies, such as the U.S. Fish and Wildlife Service, California Department of Fish and Game, and State Office of Emergency Services that can be reproduced and distributed. The City will attempt to reach all households and businesses by ensuring that this information is easily accessible to them.

Another key component of this implementing action is to increase public awareness of and involvement in the preservation of cultural and historical resources. The City will work with the Rio Vista Museum Board and local historians to promote involvement in historical research, construction of informational markers and kiosks, and historic structure restoration efforts. Outreach efforts will be made, in partnerships with these groups, to solicit involvement in signage design, funding and construction through the local schools, businesses and residents.

RCM-6 SENSITIVE LOCAL RESOURCE AREAS MAP *(To be adopted as part of this General Plan)*

The General Plan identifies several significant areas in the Rio Vista planning area where one or more sensitive natural resources may be concentrated, or that may feature several of these resources. Throughout the General Plan, these significant areas are referred to as Sensitive Local Resource Areas (SLRAs). SLRAs can be defined as "areas possessing one or more natural resources that, when taken together, create a feature that is uniquely representative of Rio Vista's character." The SLRAs are mapped in *Figure 10-2* as areas where particular care is taken

to respect and preserve major portions of these important features during the course of development. The SLRAs boundaries map is not intended to be exact. Specific locations of key features are expected to be identified by RCM-7, the environmental / visual constraints map that will be prepared and submitted as one of the first steps in the development review process. Figure 10-2 is considered to be subject to change as more specific information becomes available about a particular site or property. Its purpose is to identify certain sensitive areas and key features as a point of beginning for the design process.

RCM-7 ENVIRONMENTAL/VISUAL CONSTRAINTS MAP
(Proposed)

The City will require with each development proposal an environmental/visual constraints map, based on the findings of a project-specific biological assessment and consistent with General Plan goals and policies. These maps will consider the potential open space opportunities illustrated in Figure 10-2, the Sensitive Local Resource Areas Map.

RCM-8 DEVELOPMENT REVIEW
(Existing)

Through the development review process, the City will use the California Environmental Quality Act (CEQA) process to evaluate the impacts of proposed new development on natural resources, including Sensitive Local Resource Areas (SLRAs). The CEQA process dictates that the City will refer any development proposal with a potential for direct or indirect impacts on open space, sensitive habitat, air quality or drainage to the Community Development Director and City Engineer, and other local agencies (e.g., YSAQMD) as applicable, for comment.

Where the Initial Study indicates that development projects may affect resources under the jurisdiction of state or federal agencies (e.g., YSAQMD, the California Department of Fish and Game, Regional Water Quality Control Board, Department of Water Resources (for Reclamation Board), U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, or U.S. Environmental Protection Agency), the City will use the State Clearinghouse to refer such projects to the appropriate agencies. The City will consider the comments of these departments and agencies in the development review process. The City also may adopt its own specific standards for some or all of the resources discussed in this element, in order to achieve the community's stated goals and policies.

In conducting its environmental review for projects, the City may require an inventory of the quantity and quality of resources, assessment of potential project impacts, and identification of preservation methods and other mitigation and monitoring measures. When significant natural resources would cause parcels to be undevelopable, such parcels will not be created for urban purposes unless City/CEQA-approved mitigation programs are incorporated.

Sensitive Local Resource Areas The City will work with developers to explore development alternatives and standards that will minimize impacts on SLRAs. Such techniques may include grading standards, limitation of development intensity, and cluster development. The City will evaluate proposed projects for potential water quality impacts; projects may require sediment basins as part of grading activities or grease/oil traps where concentrations of pollutants are anticipated.

Where appropriate, the City will encourage the establishment of native plants and landscaping that provide wildlife habitat. Where possible, the City will place archaeological sites or fragile historic sites within open space areas as defined during this process. The City will determine the potential for project linkages to local and regional open space networks through project review. The City will use development agreements and/or other entitlement processes to ensure open space preservation, maintenance, and management whenever feasible.

Agricultural Lands Mitigation of significant impacts on agricultural operations will be required as a condition of approval of plans or subdivision maps. The City will determine the extent of required buffers on annexation areas following an evaluation of probable impacts on agricultural operations. Potential measures include the following "typical" mechanisms, as well as ad hoc measures to be applied to individual projects:

- Disclosure of potential agricultural impacts to potential buyers of properties within 1,000 feet of a property line adjacent to crop or grazing land; disclosure agreements to be included in homebuyer purchase agreements and attached to the deed of trust to ensure the information is also received by all future buyers of the property.
- Buffers consisting of natural resource areas or similar uses sited adjacent to agricultural lands where feasible.
- Conservation easements.
- Binding agreements between the developer, adjacent landowner, and the City that will reduce the potential impacts of agricultural operations. All parties shall enter into such agreements voluntarily.
- Implementing the provisions of Assembly Bill 1190 to provide that certain agricultural activities, operations, facilities, or appurtenances thereof, do not constitute a nuisance as long as they continue to operate in a similar manner to that in which they have historically operated.
- Agricultural easements, similar to aviation easements around airports (i.e., may be subject to legal restrictions).

Air Quality The City may require new development projects to submit an air quality analysis for review and approval. Based on that analysis, the City shall require appropriate mitigation measures. The City shall require as a condition of approval that all new development projects submit a Construction Emission/Dust Control Plan to the Yolo-Solano Air Quality Management District for review and approval prior to issuance of grading permits.

Historic and Cultural Resources Any project that may affect the character-defining features of a historic or cultural resource will be reviewed to determine the potential for effects on the significance of the resource to occur. If the property has not been previously evaluated but is 50 years or older, it should be evaluated to determine its potential eligibility and related review requirements. The environmental review and certification process is distinct from, although directly related to, the actual discretionary action decisions.

RCM-9 **BEST MANAGEMENT PRACTICES**
(Existing)

The City will require that developers use best management practices (BMPs) as recommended by the U.S. Natural Resources Conservation Service. Approaches to design, construction, and maintenance techniques should ensure that development near a sensitive corridor would not cause or worsen natural hazards (e.g., erosion, sedimentation, flooding, and water pollution). Techniques will include erosion and sediment control practices, such as hay bales, turbidity screens, temporary vegetation, and other management practices to minimize siltation, sedimentation, and erosion. The City will require that these measures be left in place until disturbed areas are stabilized with permanent vegetation that will prevent the transport of sediment offsite. Additional BMPs to be used include oil and sand separators, grassy swales, detention ponds, vegetative buffers, and other source control and treatment measures.

RCM-10 **RESOURCE MAINTENANCE AND MANAGEMENT PROGRAMS**
(Proposed)

The City will accompany the designation of any area as Open Space with a program to ensure the long-term maintenance and management of the area. The program will address the frequency and type of maintenance needed, management and monitoring provisions to ensure the continued viability of the resource, and designated costs and funding sources. When the open space area is required as the result of permits issued by federal or state agencies, the maintenance and management program will be consistent with applicable permitting requirements. The City will consider the establishment of maintenance districts or homeowners' associations (HOAs) to ensure sufficient funding for maintenance. Funding should consider all municipal costs that will ensure protection of natural values, improvements, public use, and adjacent properties.

Most property owners have some protected open space on their privately held land; its use and maintenance is restricted by conditions in the deed. Open space could exist as private open space; or the original developer could retain ownership of the open space land; or it could be conveyed to a nonprofit land trust; or could be owned and managed by a homeowners association (HOA). The intent of these options is that neither the individual homeowner nor the community be adversely affected by the protected open space. While a deed restriction could potentially lower the value of the open space, the loss could be offset by the increased value of homes adjoining the open space.

RCM-11 **RESOURCE EVALUATION CRITERIA**
(Proposed)

To establish levels of protection for open space lands, the City will review and consider the inherent capabilities, qualities, and limitations of undeveloped lands targeted for development. Sites will be evaluated in terms of their resource capacity, based on the following criteria, to determine the extent to which they may require protection as a valuable natural resource:

- **Significance.** Significance involves the uniqueness or rarity of the site, or portions thereof.

- **Natural function.** Either directly or indirectly, large tracts of undeveloped land serve a purpose in natural cycles or systems. In some instances, sites provide habitat; in other instances, they are a vital factor in food, chemical, or energy cycles.
- **Moderator of other natural phenomena.** One natural function that is of particular concern to the City is the potential role of a site in modifying the environment or buffering its effect on adjoining areas. The site also may provide a moderating influence in a cycle or process. These functions often are critical to maintaining a balance in nature by slowing processes that otherwise would alter the environment too quickly.
- **Geomorphological processes.** Many physical and chemical processes act on the land's surface to produce distinctive areas. Recognizing the significance of factors that affect landform evolution is essential to understanding the effects of such factors on urban development.
- **Stability.** Certain sites may lack durability or relative permanence because of the physical factors affecting the location. Some sites are naturally unstable, some are unstable when disturbed, and others are naturally stable.
- **Degradation potential.** The risks of degrading or destroying a site or transferring effects to other areas must be carefully considered. Undesirable alteration of natural systems may be an unanticipated consequence of development.
- **Tolerance.** The ability to recover from disturbance of different intensities is closely related to, and in some ways builds on, the concept of degradation potential. The degree of tolerance often is related to the type of use.
- **Hazard.** In some cases, a site may not be passive. Intrusion into an area may pose unnecessary safety risks to both life and property, as well as to the environment.
- **Cultural importance.** Sites can convey a sense of well-being or satisfaction to an individual or groups of people. Although this characteristic is often objectively not quantifiable, its consideration may be important in establishing protection standards.
- **Special uses.** Some land uses, by their very nature, must be located in a particular site. These uses, when identified, may need exception from the policy. Other land uses may acceptably locate on a site, provided special care is taken to protect the resource.

RCM-12 ZONING ORDINANCE REVIEW AND UPDATE (Proposed)

To ensure that the Zoning Ordinance works in conjunction with General Plan policies to achieve resource conservation and other City objectives, the City will review and modify its Zoning Ordinance on an ongoing basis.

The Zoning Ordinance update may include such modifications as the establishment of a zoning designation applicable to sensitive resource areas. After modifications, the Zoning Ordinance will serve as a tool for directing specific land uses to appropriate areas of the City and away from sensitive resources.

The City also will review and update the Zoning Ordinance to ensure that it contains provisions for non-conforming uses and structures in order to allow for the continued use and reuse of historic buildings that do not meet current zoning standards.

RCM-13 LAND USE MAP
(To be adopted as part of this General Plan)

To mitigate the impacts of land development on natural resources, and to minimize exposure by residents to natural hazards (i.e., geologic and flooding), the City has designated the general areas where open space, as shown on the proposed Land Use Map in the Land Use element, may act as buffers between urbanized development and environmentally sensitive or flood-prone areas.

RCM-14 AGRICULTURAL BUFFERS
(Proposed)

Since the General Plan Land Use element allows development to occur at urban densities to the edge of the City limits, agricultural buffers will not be used to create a fixed greenbelt or urban separator between the City and agricultural lands. Agricultural buffers will be applied, however, in cases where a transition zone is needed to mitigate health and safety impacts or to reduce land use incompatibility impacts to a less-than-significant level.

On a case-by-case basis, the City will evaluate development projects that abut agricultural lands and will apply the agricultural buffer standards established by the Solano County Agricultural Commission and the State of California for mitigation of health and safety concerns. While the base land use of this buffer area will remain that of the adjoining urban use, methods such as dedications, fees, and easements; resource maintenance and management programs; or binding agreements between developers and agricultural landowners will be implemented to establish adequate mitigation while giving developers flexibility in project design.

RCM-15 INTERAGENCY COORDINATION
(Existing)

At the earliest opportunity, the City will consult with Solano County and other responsible agencies to ensure the coordinated designation and preservation of agricultural lands in the Planning Area. The City also will cooperate with Solano County, nonprofit organizations, and landowners to maintain policies (such as Measure A) that will continue to protect farmland at the edge of urban development on unincorporated lands. These policies include the County's Right-to-Farm Ordinance, the use of agricultural easements, and farmland acquisition by nonprofit farmland trusts.

The City will continue to comply with the U.S. Environmental Protection Agency wastewater discharge and stormwater management regulations, as enforced by the State Water Resources

Control Board and the Regional Water Quality Control Board. These regulations include requirements for National Pollutant Discharge Elimination System (NPDES) permits. Rio Vista intends to meet its requirements by promoting the use of cost-effective urban runoff controls, including best management practices, to reduce the amount of pollutants entering the waterways. Plans to protect the City's water resources and water quality include the development of standards for urban runoff to protect waterways and recharge areas.

The City will support the policies for wetland areas regulated by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with all agencies with jurisdiction at all levels of project review will continue to ensure that appropriate mitigation measures are implemented and the necessary permits are obtained.

The City will work in conjunction with the Delta Protection Commission (DPC) to implement the goals and policies of the DPC's *Regional Land Use and Resource Management Plan* (Delta Protection Commission, 1995) for the Primary Zone of the Delta.

RCM-16 WASTEWATER REUSE (Proposed)

The City will actively pursue the use of treated wastewater in irrigation and industrial applications and, if feasible, in wildlife or wetlands habitat. The City will plan for development of the proper infrastructure to facilitate wastewater reuse by the public and private sectors.

RCM-17 ENVIRONMENTAL DESIGN CRITERIA (Proposed)

1. The City will require developers to minimize the creation of engineered drainage channels that concentrate runoff and disrupt natural drainage patterns. Runoff should be directed into vegetated valleys to allow for greater absorption of stormwater into the water table.
2. Key hilltops (landforms), valleys, and sensitive areas are identified in *Figure 10-2*. The City will require these features to be left in their natural state as follows:
 - **Key hilltops (landforms).** Sufficient natural slope and contours should remain to retain the view of the landform as an easily identifiable natural landmark from nearby streets and public areas.
 - **Valleys.** Engineered cut or fill along banks should be avoided so that natural drainage retention and opportunities for trails at the top of the banks remain. The valley should not be substantially altered from its natural form and direction.
3. Grading Criteria for development within Sensitive Resource Areas and adjacent to Hilltops, Ridgelines & Valleys

The primary objective of grading criteria is to allow for urban development to occur, while ensuring that finished grades adjacent to and within sensitive resource areas, hilltops,

ridgelines and valleys respect the existing natural character of the Montezuma Hills landform. Both the alignment of the existing contours and the existing moderate gradients of these slopes, which rarely exceed one foot of rise over five feet of run, are important features of the Montezuma Hills, and must be integrated into development plans within and adjacent to them. Development within and adjacent to the sensitive resource areas and key landforms identified by Figure 10-2, is to meet the following grading criteria, illustrated in Figure 10-3.

Where development occurs within sensitive resource areas and/or adjacent to key landforms (sensitive hilltops, ridgelines or valleys), the finished character of the engineered slopes and development should blend with the undulating character and alignment of the existing natural contours. The gradual changes in elevation of the site should still be recognizable after development is complete. The preferred approach to implementation is illustrated by the following criteria. The reviewing authority may accept variations from these criteria if and when it finds that site conditions warrant and the policies the criteria are intended to implement will be achieved equally as well by the proposed variation.

- On key landforms themselves, grading should be minimal. The landform or feature identified is to remain largely undisturbed; some streets, trails, utilities and similar minor improvements are allowed, but no homes or significant accessory structures. If limited grading occurs, graded sections should conform to limited gradients defined below.
- Slopes adjacent to key landforms should exhibit limited gradients: Areas between key feature (highest elevation of hilltops, ridges, lowest elevation of valleys) and edge of development (graded pad, fence, roadway, utilities, structures, etc.) – finished appearance of engineered slopes to be compatible with pre-development appearance of natural features. This requirement is typically achieved by ensuring that engineered slopes achieve an average gradient of no more than 4 to 1; maximum gradient 3 to 1; with a minimum gradient the same as natural slope (See Figure 10-3)
- All other developed areas, where proposed engineered slopes do not occur within sensitive resource areas and/or adjacent to sensitive hilltops, ridgelines or valleys, the alignment of the engineered slopes does not need to follow the character and alignment of the existing natural contours. Vegetation, drainage, erosion and maintenance issues will be considered where slopes in excess of 3:1 are proposed.

4. View Preservation

- View sheds to be identified by the environmental/visual constraints map (RCM-7):
- From existing developed neighborhoods
- From proposed new neighborhoods
- From public streets and major arterials

View shed analysis and preservation: Views to and from the key features identified by Fig 10-2 will be identified as follows: From existing public roadways, public facilities, neighborhoods to the key landforms (hilltops, ridges, valleys); from identified hilltops and ridges to the river, distant hills and rural areas, bridge and other local landmarks. A view shed analysis, determining critical views (sight lines) to be protected or preserved will be conducted as part of the development review process. Lot configurations, building placement, landscaping and private fence lines should respect the identified view sheds and allow views of the hilltop, ridgeline or valley within the identified view shed. Views out over countryside from higher points in neighborhoods and from identified hilltops and ridgelines should remain unobstructed over structures and improvements.

5. The City will require the submittal of vegetation protection and restoration plans as part of the development review process.
6. Natural gas well reserve sites should be developed as usable open space or neighborhood visual amenities. Opportunities for the development of natural gas well sites as park facilities are discussed in the Open Space & Recreation element.

RCM-18 LANDSCAPE ORDINANCE
(Proposed)

The City will adopt and implement a landscape ordinance, which will establish standards for water-conserving landscaping in order to reduce water use in developed areas. Requirements will specify the use of trees and other vegetation in new development in order to preserve and enhance the natural habitat. This ordinance will be applied in the design and development of private and public development projects, and will be consistent with the provisions of the Open Space & Recreation element.

RCM-19 GRADING AND EROSION CONTROL ORDINANCE
(Proposed)

Through the Public Works and Community Development Departments, the City will establish a Grading and Erosion Control Ordinance that includes specific standards for project construction and erosion control. This ordinance will address prompt revegetation of disturbed areas, avoidance of grading activities during wet weather, avoidance of drainage corridors and SLRAs, and other erosion control measures.

RCM-20 FLOOD INSURANCE RATE MAPS
(Existing)

The City will continue its participation in the National Flood Insurance Program, including adoption and administration of updated Federal Emergency Management Agency (FEMA) model ordinances and Flood Insurance Rate Maps (FIRMs).

RCM-21 COUNTYWIDE BICYCLE PLAN
(Proposed)

To reduce consumption of non-renewable energy sources and improve air quality, the City will integrate its Trails and Pathways Map (Figure 8-6 in the *Circulation & Mobility element*) with the *Solano Countywide Bicycle Plan* (author, year [[need rest of citation info for references section]]), in order to further encourage alternative modes of transportation. The Trails and Pathways Map will incorporate bikeway and pedestrian linkages throughout the City, including connections through and between neighborhoods and the open space network. (Also see *Implementing Action CM-13 in the Circulation & Mobility element*.)

RCM-22 PUBLIC SERVICES MONITORING REPORT
(Proposed)

The Community Development Department will coordinate preparation of a biennial public services monitoring report for presentation to the City Council. This report will document growth trends, the capacity and level of service for public services, and facility planning efforts. The report will include a resource inventory for use in reevaluating current goals and policies related to water and energy use and conservation.

RCM-23 TITLE 24 OF THE UNIFORM BUILDING CODE
(Existing)

Through the Building Department, the City will continue to enforce Title 24 energy requirements. These requirements are part of the Uniform Building Code, which defines construction standards to promote energy conservation.

RCM-24 SOURCE REDUCTION AND RECYCLING PLAN
(Existing)

In accordance with the California Integrated Waste Management Act, Rio Vista has adopted Solano County's *Countywide Integrated Waste Management Plan* that contains a Source Reduction and Recycling Element. The Plan provides for specific steps that will be taken by local agencies—acting independently and in concert—to meet the countywide diversion objectives for waste through source reduction. Rio Vista will work with the County and the six other incorporated jurisdictions to encourage a transition to reducing waste (and the toxicity of waste) through the following measures:

- Educating the community regarding product reuse, reduction of material volume, increased product lifetime, and decreased consumption.
- Encouraging residents, businesses, and institutions to engage in recycling and composting programs.
- Setting an example within City government operations for resource conservation and less wasteful behavior.

This will be accomplished in part by the City's cooperation with the County and other cities to develop new source-reduction programs through pilot programs and to establish a Recycling Market Development Zone that can attract industries that use recovered materials. Other source-reduction options for the City include continued use of its recycling facility at the Corporation Yard for community recycling, and the diversion program currently in operation at the Rio Vista High School Recycling Center.

RCM-25 SIGN ORDINANCE REVIEW AND UPDATE
(Proposed)

The City will review and amend the Sign Ordinance to include a section that addresses placement of historical signage, markers, or kiosks on or near historical structures and sites in the City. The Sign Ordinance will be amended to add design guidelines for this informational signage.

RCM-26 PRESERVATION ORDINANCE
(Proposed)

The City will adopt a Preservation Ordinance as part of its Municipal Code update to be the primary implementing mechanism for preservation of historic structures and sites. The ordinance will establish criteria for the review of new development, alterations, and rehabilitation and remodel projects that involve structures that are 50 or more years old.

RCM-27 OFFICIAL REGISTER
(Proposed)

The City will work with the Rio Vista Museum Board and interested community members to encourage owners of historic structures to pursue eligibility for listing of their properties in the National Register of Historic Places and the California Register of Historical Resources. As appropriate and to the extent feasible, the City will assist historic property owners with the process.

RCM-28 LOCAL, STATE, AND FEDERAL FUNDS
(Existing)

The City will target qualifying structures for programs that provide financing toward the preservation of these historic properties. Resources include federal historic rehabilitation tax credits and the Transportation Equity Act (TEA) enhancements program.

The California Mills Act (Government Code Section 50280, et seq.) is a state program that permits local governments to provide for a reduction in property taxes on a historic property when certain conditions are met. Owners of designated historic properties must enter into a preservation contract directly with the local government. Under this legal contract, the owners agree to restore the property, if necessary, to maintain its historic character, and use it in a manner compatible with its historic character. A reduction in property tax is given for 10 years, and the contract renews automatically every year until either party notifies the other to terminate the contract.

RCM-29 **STATE HISTORICAL BUILDING CODE**
(Existing)

The State Historical Building Code is Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts, and sites designated under federal, state, and local authority. The code provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as qualified historic buildings.

It is a very common mistake to think that the only way to get a good result is to work hard. In fact, the only way to get a good result is to work smart. This means that you should focus on the things that are most important and ignore the things that are less important. This is the key to success in any field.

For example, if you are a student, you should focus on the subjects that are most important for your future career and ignore the subjects that are less important. This will help you to get a good result in your exams.

Another example is if you are a business owner, you should focus on the products that are most popular and ignore the products that are less popular. This will help you to increase your sales and profits.

In conclusion, the only way to get a good result is to work smart. This means that you should focus on the things that are most important and ignore the things that are less important. This is the key to success in any field.

There are many ways to work smart. One way is to use the 80/20 rule. This means that 80% of the results come from 20% of the effort. So, you should focus on the 20% of the effort that will give you the most results.

Another way to work smart is to use the Pareto principle. This means that 80% of the results come from 20% of the effort. So, you should focus on the 20% of the effort that will give you the most results.

There are many other ways to work smart. The key is to find the way that works best for you. Once you find the way, you can use it to get a good result in any field.

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Chapter 11

Safety & Noise

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Chapter 11 Safety & Noise



A. Introduction

SAFETY

The residents of Rio Vista rely on the City for many of their safety needs, such as fire protection and crime prevention. They count on the City to plan for, and protect them from, natural hazards such as flooding, earthquakes, and other potentially dangerous situations. The Safety element addresses safety concerns of the community and sets forth the goals and policies essential for their resolution. The Safety element is comprised of the following components:

- ***Seismic and Geologic Hazards*** includes goals and policies to protect the City's residents from danger associated with active faults, liquefaction, and ground failure (landslides). While the potential for seismic and geologic hazard occurrences in Rio Vista is not high, the soil and geologic characteristics of the City continue to play an important role in determining safety procedures.
- ***Flood Control*** dictates, in large part, the need for development standards along the Sacramento River and principal drainageways that will provide adequate flood protection to life and property.
- ***Natural Gas Wells*** discusses the integration of natural gas well operations with future residential development. This element establishes policies and implementing actions that enable natural gas wells to operate while minimizing noise and safety hazards for residents in close proximity to the well sites.
- ***Police Services*** addresses protection of persons and property within the City by application of the crime prevention unit, department training program, and street patrols. The police department is also one of the first responders to 911 police emergency dispatch calls.

- *Fire Protection* includes goals and policies to prevent and protect against catastrophic fires, and to minimize the loss of life and damage to property and the environment. The fire department is also one of the first responders to 911 fire and medical emergency dispatch calls.
- *Hazardous Materials* addresses the need for the safe and efficient handling of hazardous materials and implementation of programs that will comply with State law.
- *Emergency Services* discusses the extent of emergency medical services available to City residents, and provides policies and programs that will ensure continued effectiveness of this essential service.
- *Health Services* includes the existing status of health services in the City of Rio Vista and provides policies that help to ensure that health service needs are met.
- *Odors* addresses the existence and control of nuisance odors, particularly those due to odorizing of natural gas and agricultural operations. The policies and implementing actions directed at controlling odors will work in conjunction with the actions of private enterprises involved in odor-producing operations.
- *Highway 12* is included as an issue area in this element due to the noise and safety concerns that are present along this principal roadway through the City. The policies and implementing actions that address pedestrian/bicyclist safety along Highway 12 are consistent with those in the Circulation & Mobility element.
- *Rio Vista Airport* reinforces the intent of the Solano County Airport Land Use Commission's *Airport/Land Use Compatibility Plan* (ALUP) (Solano County Airport Land Use Commission, 1988) to ensure protection of the public's health, safety and welfare, particularly noise and safety hazards associated with airport operations. The airport policies contained in this element are consistent with the ALUP and the Circulation & Mobility element of this General Plan.

NOISE

The basic objectives of the Noise element of the General Plan include:

- Ensuring that site design requirements for residential development are adequate to protect residents from sound levels that exceed the specified residential standards.
- Protecting sensitive land uses, such as schools, hospitals, and libraries, from sound levels in excess of residential sound levels.
- Designing streets to reduce, wherever feasible, excessive noise from such roadways.
- Restricting truck traffic in residential areas except for deliveries within the area or on designated truck routes. To the extent possible, truck usage in residential areas should be limited to daylight hours.

- Providing sound protection, to the extent possible, along transportation routes in accordance with the adjacent uses of land.
- Providing sound protection, to the extent possible, from aircraft ingressing and egressing the City airport.

The Noise component of the Safety & Noise element outlines policies and implementing actions to protect Rio Vista residents from excessive noise levels that are annoying to the senses and detrimental to public health. The Noise element addresses the following subjects:

- Transportation and airport noise
- Industrial noise
- Natural gas wells
- Construction noise
- Noise along Highway 12

The element establishes acceptable noise level criteria for land uses affected by either fixed or transportation-related noise sources. Noise and land use compatibility criteria are designed to provide an acceptable community noise environment and to minimize noise-related complaints from residents. The compatibility criteria should be used in conjunction with future noise exposure levels in order to identify projects or activities that may require special treatment to minimize noise exposure.

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B. Purpose and Authority

SAFETY

Since 1975, State law has required that a safety element be included as part of all general plans. In 1984, the legislature consolidated the safety and seismic elements into one element that includes seismic safety, geologic hazards, fire safety, and flooding. As with all elements, additional safety issues of particular importance to the community also may be included.

Alquist-Priolo Special Studies Zone Act of 1972. This Act addresses areas identified by the State Geologist as likely to experience earthquakes. The Alquist-Priolo Act focuses on surface fault rupture and not shaking. It addresses earthquake safety in building permits and subdivision procedures by requiring project applicants to submit a registered geologist's report describing potential for onsite surface rupture. Rio Vista is not included within any special study area and, consequently, not subject to these requirements.

Seismic Hazards Mapping Act. This Act provides for a statewide seismic hazard mapping and technical advisory program. This program assists cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.

Pursuant to this Act, maps and accompanying information are to be made available to local governments for planning and development purposes. The Division of Mines and Geology, in implementing the Act, to the extent possible, is to coordinate its activities with, and use existing information generated from, the earthquake fault zones mapping program, the landslide hazard identification program, and the inundation maps prepared pursuant to Section 8589.5 of the Government Code.

Chapter 6.95 of the California Health and Safety Code. This chapter requires all businesses to report the quantity and locations of hazardous materials to the regulatory authority on an annual basis if the business stores (1) above 55 gallons of a liquid or 500 pounds of a solid hazardous material, (2) above 200 cubic feet of a compressed gas, or (3) a radioactive material that is handled in quantities for which an emergency plan is required. This plan is referred to as the Hazardous Material Business Plan (HMBP) and includes a Consolidated Contingency Plan or Emergency Response Plan. The regulatory authority (the Certified Unified Program Agency) in Solano County is the Solano County Department of Environmental Management. All hazardous materials sites generally are inspected annually by Solano County.

Title 40 of the Code of Federal Regulations. This code, as well as the State Aboveground Petroleum Storage Act, requires facilities or sites that store more than 660 gallons in a single container or 1,320 gallons in aggregate of oil to prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan. The SPCC Plan contains much of the same information as the Contingency Plan described above for hazardous materials but is more detailed in the description of spill response and prevention measures.

NOISE

State Department of Health Services Office of Noise Control. This department establishes the State Guidelines for acceptable noise standards. The agency's Model Community Noise Control Ordinance contains recommended noise standards for cities and counties to use as guidelines in the development of their noise performance standards. Particular attention has been paid to the State's exterior noise limits for rural land uses, which sets a maximum recommended level of 40-50 decibels (dB). (A decibel measurement adjusted to account for the decibel scale used to measure noise.) This recommendation has served as the basis for Rio Vista's proposed adoption of a 45-dBA (a weighted decibel measurement) noise performance standard at the residential property line for those properties in proximity to natural gas well production.

State Office of Planning and Research (OPR) Noise Element Guidelines. In accordance with Government Code Section 65302, the OPR Guidelines require that general plans identify and quantify major noise sources by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports, and representative industrial activities and fixed noise sources.

The Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines contain a land use compatibility table that describes the compatibility of different land uses with a range of environmental noise levels in terms of Ldn (a day-night average sound level). A noise environment of 60 dB Ldn or less typically is considered acceptable for residential uses according to those guidelines.

California Administrative Code (California Noise Insulation Standards, Title 25, Chapter 1) This code enforces the State's noise guidelines for single-family attached units, apartments, hotels, and motels but not for single-family detached units. The guidelines recommend a maximum exterior noise level of 60 dBA (community noise equivalent level [CNEL]) for residential uses. If multi-family or single-family attached units are proposed in areas of potential incompatibility or in areas where future noise levels exceed 60 dBA CNEL, they would be subject to Title 25—which requires a detailed noise analysis with recommended noise abatement measures, as required.

California Public Utilities Code. Sections 21670 et seq. of the Public Utilities Code authorizes establishment of an airport land use commission and the formation of a comprehensive airport land use plan that will "protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The Rio Vista General Plan and specific plans must be consistent with the ALUP, or the governing body of the local jurisdiction must take specific steps to override the commission's recommendations.

C. The Rio Vista Principles: Implementing the Community Vision

The Rio Vista principles that reflect the community's vision in the Safety & Noise element are listed below.

PRESERVE RIO VISTA'S SENSE OF COMMUNITY AND SMALL-TOWN CHARACTER

- ❑ *Rio Vista should still be recognizable to today's residents 30 years from now. New development should reinforce the characteristics that make Rio Vista unique. Existing neighborhoods should be examined and strengthened.*
- ❑ *Farmland and nature are important elements of the community. A clear edge between urban development and agriculture should be maintained.*
- ❑ *The Sacramento River and related natural areas should be showcased and enhanced. These resources should be recognized as vital and essential to the community.*

D. Setting

SAFETY

SEISMIC AND GEOLOGIC HAZARDS

The City of Rio Vista and the planning area are generally located in a seismically active region. Although there has been no historical record of damage to Rio Vista from earthquakes, groundshaking has been reported on several occasions. On May 19, 1889, the Antioch-Collinsville earthquake induced groundshaking in Rio Vista. Similarly, in 1892, an earthquake centered in the Vacaville-Winters area was felt in Rio Vista. This seismic event produced groundshaking at intensity VI on the Modified Mercalli Scale. This level (VI) of groundshaking also was generated in the planning area by an earthquake on August 12, 1906. Earthquakes that shook Contra Costa, Alameda, San Joaquin, and Santa Clara Counties on October 22 and 23, 1916, also were reported in Rio Vista.

REGIONAL FAULTING

The Delta region is subject to seismic risk because of its proximity to the San Andreas Fault system. This fault system includes the San Andreas, Hayward, Calaveras, Rogers Creek, Antioch, Green Valley-Concord, and Greenville Faults. All of these faults have been active historically. There are several faults along the eastern, southern, and western bounds of the Montezuma Hills in which Rio Vista is situated (Herd and Helley, Brown, 1970; Schlocker, 1971; Jennings, 1973). These faults include the Rio Vista, the Midland, and the Antioch. The fault locations are shown in *Figure 11-1*.

The presence of the Rio Vista Fault is inferred on the basis of stratigraphic and physical evidence. The stratigraphic evidence was derived from bore holes drilled by the U.S. Bureau of Reclamation (Gilbert and Associates, 1975). The physical evidence for the fault is a straight, steep 2.5-mile-long scarp in the Montezuma Foundation. Jennings (1973) classified the Rio Vista Fault as one that has undergone Quaternary displacement during the past 2 million years. Although the fault has displayed no movement within the historic past (last 200 years), an earthquake epicenter was located on this fault (Jones and Stokes Associates, 1974). There has been no recent evidence of surface faulting or tectonic creep along the Rio Vista Fault.

The Antioch Fault is located approximately 8 miles southwest of the planning area. This Quaternary fault presently is undergoing right lateral, strike-slip tectonic creep in the vicinity of Antioch (Gilbert and Associates, 1975). Strike-slip tectonic creep denotes slow, constant horizontal movement along a vertical fault. The Antioch Fault has produced numerous earthquakes during historic times; these earthquakes have caused groundshaking in the Rio Vista planning area.

The Midland Fault zone extends north to south, approximately 1 mile west of the planning area. The presence of this fault zone is based almost entirely on subsurface data (Gilbert and Associates, 1975). The Midland Fault zone originally was thought to be the source of the 1892 earthquake; however, data obtained from subsurface investigations indicate that this is probably not the case.

SEISMIC HAZARDS

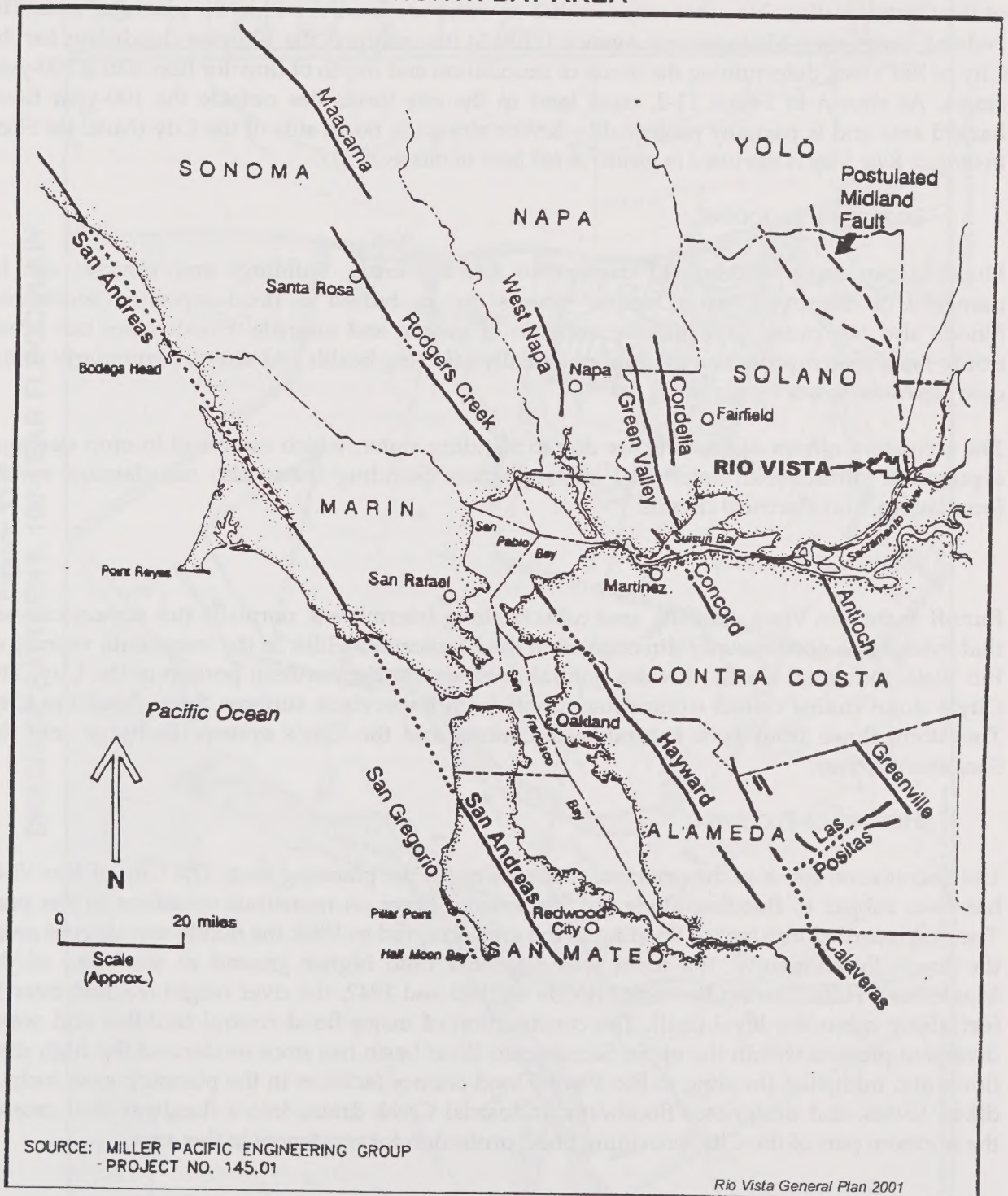
Rio Vista lies near several well-defined and active faults that are capable of producing earthquakes of different magnitudes, all with engineering significance. The Antioch Fault is believed capable of producing a maximum credible earthquake and maximum possible earthquake with Richter magnitudes of 5.75 and 6.5, respectively (Jensen-Van Lienden Associates, 1991). While the Midland Fault also is considered a potentially active fault, the Rio Vista Fault is suspected to be inactive.

SUBSURFACE HAZARDS

The planning area extends through urbanized portions of Rio Vista into agricultural lands and waterways. Electrical power transmission lines and buried natural gas pipelines are located throughout the area, and exploratory wells are continually being drilled throughout the Delta. Rio Vista, as part of the larger Delta region, serves as a significant source of natural gas and underground gas storage areas.

PG&E (Pacific Gas & Electric), Calpine Natural Gas Company, and other independent oil and natural gas companies operate gas transmission lines throughout the planning area. One line is located near the western border of the Montezuma Hills; another line is located approximately 1.5 miles west of Liberty Island Road and roughly parallels the road. These two transmission lines intersect approximately 0.5 mile north of Highway 12.

Figure 11-1
ACTIVE FAULT MAP
NORTH BAY AREA



FLOOD CONTROL

Rio Vista is situated on the west bank of the Sacramento River, which drains the northern half of the Central Valley. No other major bodies of water are located within the planning area. The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplain for the City of Rio Vista, determining the limits of inundation and depth of flow for floods of a 100-year storm. As shown in *Figure 11-2*, most land in the city limits lies outside the 100-year flood hazard area and is partially protected by levees along the north side of the City (*Note: the Flood Insurance Rate Map is discussed in greater detail later in this section*).

EFFECTS OF FLOODING

Flooding can cause widespread damage to affected areas. Buildings and vehicles can be damaged or destroyed, while smaller objects can be buried in flood-deposited sediments. Floods also can cause drowning or isolation of people and animals. Floodwaters can break utility lines, interrupting services and potentially affecting health and safety, particularly in the case of broken sewer or gas lines.

The secondary effects of flooding are due to standing water, which can result in crop damage, septic tank failure, and water well contamination. Standing water also can damage roads, foundations, and electrical circuits.

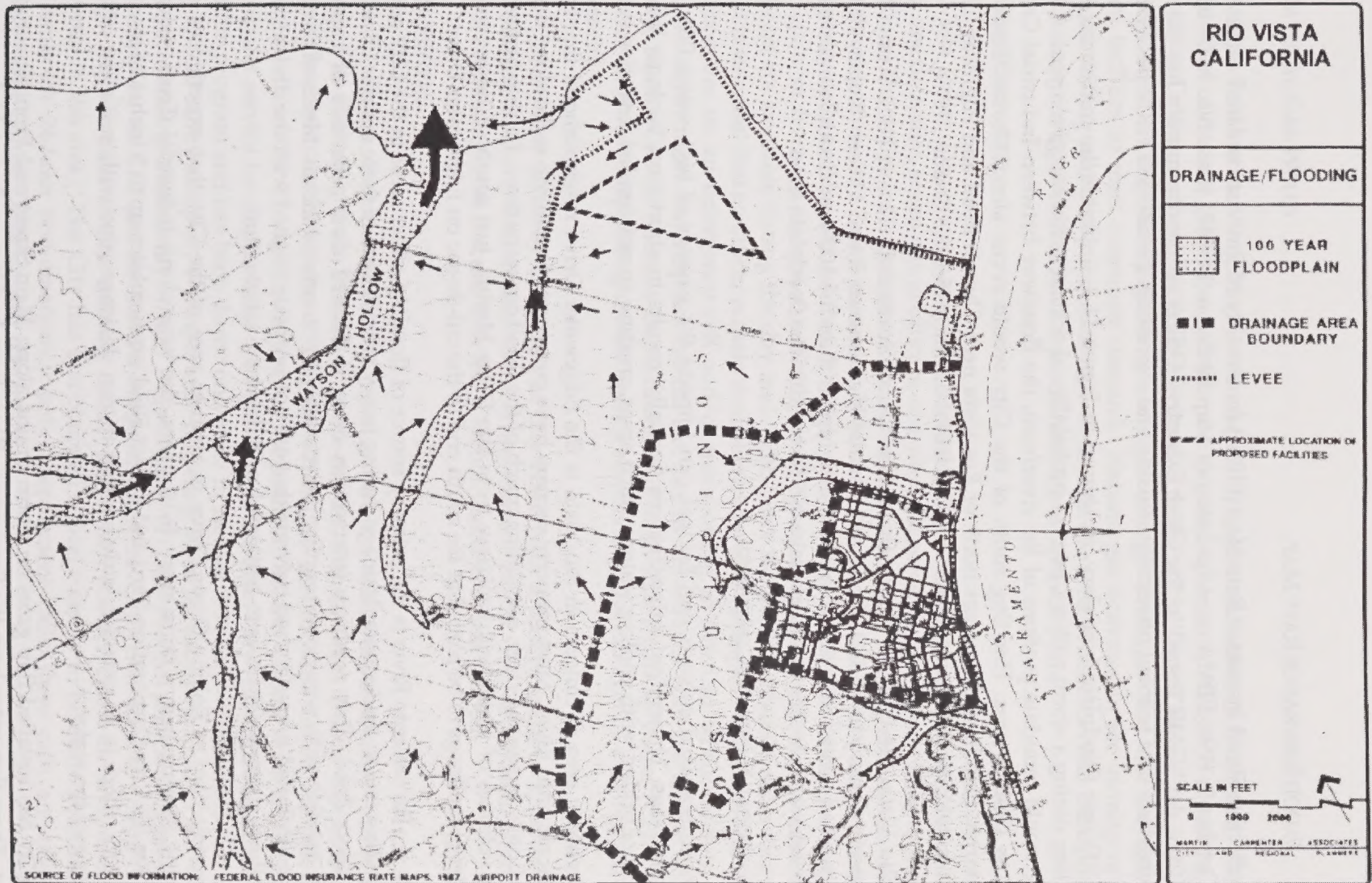
DRAINAGE PATTERNS

Runoff in the Rio Vista planning area collects along intermittent, normally dry stream courses that extend in a northeasterly direction from the Montezuma Hills. In the immediate vicinity of Rio Vista, Industrial Creek provides natural drainage for the northern portion of the City. The City's storm drains collect stormwater runoff from impervious surfaces throughout the City. The storm flows from both natural watercourses and the City's system discharge into the Sacramento River.

HISTORY OF FLOODING

The Sacramento River is the principal watercourse in the planning area. The City of Rio Vista has been subject to flooding along the Sacramento River on numerous occasions in the past. The first recorded incident of flooding in the area occurred in 1862; the floodwaters swept away the town. Subsequently, the town was relocated onto higher ground at the edge of the Montezuma Hills. During the major floods of 1940 and 1942, the river height reached over 16 feet above mean sea level (msl). The construction of major flood control facilities and water diversion projects within the upper Sacramento River basin has since moderated the high river flows and mitigated flooding in Rio Vista. Flood control facilities in the planning area include dikes, levees, and designated floodways. Industrial Creek drains into a floodway that crosses the northern part of the City, providing flood protection for residences in this area.

**Figure 11-2
DRAINAGE PATTERNS, 100-YEAR FLOODPLAIN**



Rio Vista General Plan 2001

FLOOD INSURANCE RATE MAP

The effective Flood Insurance Rate Map (FIRM) for the City of Rio Vista is dated August 4, 1987. On October 9, 1996, FEMA issued a Letter of Map Revision (LOMR) (Case No. 96-09-1067P) for the City. An LOMR issued to the Chief Executive Officer of the community has the effect of revising the FIRM without physically revising and reprinting the affected FIRM panel(s).

The 100-year floodplain boundary, as shown in *Figure 11-2*, indicates the maximum extent of flooding during a storm with a 1 percent probability of occurrence in any given year. A 100-year flood would inundate portions of the riverfront, the floodway between Industrial Creek, and the Los Ulpinos area. Flooding south of the City would occur along Marina Creek and its tributaries. Flooding also occurs north of Rio Vista near Church Road and Highway 12, where agricultural activities have interfered with natural drainage (Solano County, 1979).

For Rio Vista, the "project design floodplain" is approximately 13 feet (U.S. Army Corps of Engineers datum) or 10 feet above msl, fluctuating between 9 and 11 feet (Nolan, 1981). The design flood elevation is equal to or slightly higher than the 100-year floodplain elevation. At this level, water depths would average 4-5 feet within the floodplain zone.

LOCAL FLOODING CONCERNS

Inadequately sized culverts and bridges can impede the passage of high-water flow in local drainageways. Undersized infrastructure typically results in short-term backups behind the culvert or bridge, with pooling water in such areas, creating an unintended detention basin.

The primary area of concern in Rio Vista is the Edgewater Drive neighborhood that fronts on the Sacramento River. Most property owners have constructed retaining walls along the rear of their homes facing the river, alleviating much of the flood concerns there. During heavy rainfall, large volumes of water will backflow from the Delta Marina, just south of Edgewater Drive, requiring sandbags to be placed at the south end of the cul-de-sac on Edgewater Drive.

While the Sacramento River is the primary source of flooding, other areas in the City are subject to flooding due to inadequate drainage during heavy storms. One of these areas is Church Road at Airport Road. This roadway intersection often is flooded during periods of moderate to heavy rainfall, with water overtopping the roadway up to several inches. Much of the problem can be attributed to undersized culverts that are not properly aligned with the drainage ditches; this allows stormwater flows to bottleneck and flood the intersection.

St. Francis Way at Rolling Green Drive is another area of the City that experiences periodic flooding. During heavy rains every 5-10 years, the area along Industrial Creek, which runs between the City Corporation Yard and Egbert Field, accumulates up to 5 inches of stormwater. Presently, there is no corridor wide enough to run drainage pipe with sufficient capacity to carry away the water.

The City has installed flap gates on storm drains along Main Street and Front Street at Logan Street. These flap gates keep the Sacramento River from backing up during high-water periods into the storm drains at City Hall, Dry Vac, and the old corporation yard.

NATURAL GAS WELLS

The natural gas field surrounding Rio Vista is one of the largest and oldest in California. Due to the deregulation of natural gas prices and the new emphasis placed by PG&E on acquiring gas supplies within California, there has been increased activity in Rio Vista. This activity has been further stimulated during this year as a result of energy shortages and the inability of production facilities to meet consumer demand. Natural gas activities in the vicinity of Rio Vista include drilling and construction of new wells, and gas well production and transport. It is not uncommon for a gas well to have a production life of up to 50 years.

POLICE SERVICES

The Rio Vista Police Department presently consists of one police chief, one lieutenant, two sergeants, one detective, seven patrol officers, one administrative assistant, and one community service officer. The police force operates four marked cars and three unmarked cars. Generally, the police force patrols on a 7-day per week, 24-hour per day basis. Police calls are prioritized, and emergency calls are dispatched first. Officers are on patrol for 12-hour shifts from either 6 a.m. to 6 p.m. or from 6 p.m. to 6 a.m. Shifts are designed to be covered so that at least two patrol officers are available during the day and night. Since the jail is located 24 miles away in Fairfield, it is essential that an officer remain available in the City to respond to calls. If Rio Vista police officers are on an emergency call and/or transporting to Fairfield when another call comes in, the department may request mutual aid, per its agreements with the Isleton Police Department, Solano County Sheriff's Department, and California Highway Patrol (CHP). The response time may vary, depending on the agency responding, but emergency calls remain the highest priority.

The Police Department currently is housed at City Hall. With a facility space of 1,200 square feet, the available space is undersized to meet the current needs. The department plans to relocate to a larger facility, as discussed in the "Outlook" section of this chapter.

911 SYSTEM

The Rio Vista Police Department has a contract with Contra Costa County for police dispatching of its 911 calls. If the 911 call is police-related, Contra Costa County dispatch will relay the call directly to the City police. This differs from fire- and medical-related 911 calls that are transferred from the Contra Costa County dispatch to Solano County through a "one-button" transfer service for dispatching. The 911 system has been very reliable throughout the history of the program and has been down only once in the last 7-8 years—the breakdown was caused by a local utility company's temporarily canceling all of its telephone lines in Rio Vista and in the surrounding community. (*Note: Dispatching of 911 calls from cell phones or highway call boxes are received by the CHP and are handled independently of the City's contract with Contra Costa County. The response times to these calls are considerably slower; however, efforts are being made to improve service in this area.*) The City has just obtained a local number to be made available to local residents for 24-hour non-emergency police department calls; these calls are relayed immediately to the Contra Costa County dispatcher.

FIRE PROTECTION

The City of Rio Vista Fire Department provides fire protection services within the City. The Delta Fire Protection District contracts for service with the City for portions of south Sacramento County – the boundaries are Vieira's Resort to the north, Jackson Slough Road to the east, and south to the Antioch Bridge. The firehouse for both fire departments is located at 350 Main Street in downtown Rio Vista.

The City serves as lead agency for managing the two fire departments. Three paid personnel staff the fire station – one captain, one paramedic/firefighter, and one administrative assistant; part-time paramedics and apparatus operators work 12-hour shifts with varying schedules throughout the week. The department relies largely on volunteers for fire fighting and emergency response. The department also provides Advanced Life Support (ALS) paramedic services from 9 a.m. until 9 p.m. Dispatching for the fire department is provided on a 24-hour per day basis by Solano County Sheriff's Department (via the Contra Costa County central dispatch).

The Rio Vista Fire Department owns 10 pieces of equipment: one water tender, one rescue squad, one wildland interface Type 2, one 50-foot telesquirt, two 1,250 gallon-per-minute (gpm) engines, two 4x4 power wagon grass units, and two command vehicles. The department also has access to the Office of Emergency Services (OES) through the Delta Fire Protection District.

The Insurance Service Office (ISO), a national rating service sponsored by fire insurance carriers, ranks fire districts' firefighting capability to reduced structural fire losses on a scale of 1-10, with 1 being the best. The present ISO Insurance rating of the Rio Vista Fire Department is 4. This rating was given in 1993, and many of the deficiencies noted at the time of the last rating have been corrected.

HAZARDOUS MATERIALS

Hazardous materials are defined as those that are a potential threat to human health and that could cause serious illness, injury, or death. Household products, agricultural pesticides, asbestos, and transported hazardous materials (e.g., liquid and gas chemicals) are a few examples of hazardous materials.

HOUSEHOLD PRODUCTS

The most common hazardous materials are those found or used in the home. Waste oil is a common hazardous matter that is often improperly disposed of and can contaminate surface water through runoff. Other household hazardous wastes (paint, pesticides, cleaning products, and other chemicals) are common and often improperly stored in garages and homes. Because of their widespread use in households throughout the community, these products constitute the most common health hazard to Rio Vista residents.

AGRICULTURAL PESTICIDES

In and around the City of Rio Vista are large tracts of agricultural land. Crops commonly are sprayed with pesticides that can contaminate the soils. Potential contaminants include DDT,

lead, and arsenic. In such areas, it is prudent to conduct soils testing, with soil clean-up steps taken if necessary, before allowing intensive development to occur.

ASBESTOS

Asbestos is a crumbly material often found in older buildings that typically is used as insulation in walls and ceilings. Asbestos commonly was used in the past as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can easily be inhaled, where their microscopically sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems. Many old structures in Rio Vista potentially contain asbestos. Pre-1979 construction often included asbestos and it should be assumed that the demolition of older structures in the City may present this hazard. Proper asbestos abatement and disposal procedures should be undertaken during the demolition of old buildings.

LEAD-BASED PAINT

Paint in many houses and apartments built before 1978 contains lead—it is commonly referred to as lead-based paint. The lead from paint, paint chips, and dust can pose serious health hazards if not taken care of properly. People can breathe or ingest lead through exposure to objects covered with lead dust, contaminated garden soil, or paint chips. Since babies and young children often put their hands and other objects in their mouths, and since children's brains and nervous systems are more sensitive to the damaging effects of lead, this substance is more dangerous to children than to adults.

Lead-based paint that is in good condition is usually not a hazard. Peeling, chipping, chalking, or cracking lead-based paint is a hazard that needs immediate attention. Common areas to check for these conditions are windows and window sills; doors and door frames; stairs, railings, and banisters; and porches and fences. Exposure to lead dust often occurs through improper removal and disposal of lead-based paint in the home—lead dust can form when lead-based paint is dry-scraped, dry-sanded, or heated. Lead in soil also can be a hazard when children play in bare soil or when soil is transported into the house on people's shoes.

The City of Rio Vista's Building Department provides informational brochures to the public in an effort to inform residents about the hazards of lead-based paint and measures that can be taken to help limit or prevent human exposure to lead dust. The City's building inspector is available to advise the public about proper abatement and disposal procedures during the demolition or renovation of old buildings.

INDUSTRIAL PRODUCTS

More than 60,000 chemicals are produced in the United States. Over 11,000 of these chemicals are used for commercial purposes. In the City of Rio Vista, various manufacturing, industrial, and service industries use or store hazardous materials, including pesticides, acids, solvents, caustics, plastics, and heavy metals.

As discussed under "Purpose and Authority," Chapter 6.95, Section 25503 of the California Health and Safety Code, specifies the thresholds that require businesses to report the quantity

and locations of hazardous materials to the regulatory authority on an annual basis. In Rio Vista, businesses are required to submit their HMBPs to the Solano County Department of Environmental Management. A plan must be submitted for each site that stores above the threshold quantities of a hazardous material or any amount of hazardous waste. The HMBP includes an inventory of hazardous materials stored at a facility, with specific physical and chemical descriptions of each material. The HMBP is required to be reviewed annually and updated if there are any material changes that affect the quantity or location of hazardous materials. The HMBP also includes a Consolidated Contingency Plan or Emergency Response Plan, which describes the emergency response procedures to be taken in case of a hazardous material spill or fire. The Plan provides facility identification information, emergency contacts and response procedures to be taken in the event of a hazardous material emergency. Emergency equipment capabilities, emergency services, and employee training also are outlined in the Plan.

TRUCK TRANSPORT OF HAZARDOUS MATERIALS

Trucks traveling through Rio Vista commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. In the event of an accident or spill, these materials may be released, either in liquid or gas form. In the case of some chemicals, such as chlorine, highly toxic fumes may be carried through the air a significant distance from the site of their release. Although standard accident and hazardous materials recovery procedures are enforced by the State and adhered to by private transportation companies, the City is at moderate risk because of the volume of truck traffic along the Highway 12 corridor.

ODORS

Three principal sources of odors can, depending on weather conditions, produce an aesthetically adverse effect on the environment in Rio Vista. The first, and perhaps most prevalent, source of odors is the fertilizer spread on grain fields in the Montezuma Hills right at the edge of the City limits—particularly the application of bio solid fertilizers on the marginal soils of the grasslands and rangelands in the agricultural area surrounding Rio Vista. During hot weather and a west wind, the odors travel into the City and can remain in the air for several days. Although this spreading has been in practice for about 7 years, this summer was the first time in about 5 years that the spreading occurred upwind of residential areas in Rio Vista. These bio solids come from waste management plants in the area. They pose no greater hazard than other natural fertilizers such as manure; each is made up of purely organic materials.

The second source of odor is the PG&E odorizer station on Montezuma Hills Road. The station adds mercaptan to the natural gas as an odorizer, which can be detected in the event of a gas leakage. Since natural gas is virtually odorless, the addition of mercaptan is necessary to enable humans to detect the smell of natural gas in the air.

The third source, with the fewest incidents of odors, is the wastewater treatment plant. Except when sludge is being transferred to the Dry Vac unit, the treatment plant is largely odor free. The sludge is cooked under high temperature in the Dry Vac unit, which results in a Class "A" sludge that is virtually odor free.

EMERGENCY SERVICES

There are three tiers of emergency response in Rio Vista. The Rio Vista Fire Department, through an agreement with Solano County Emergency Medical Services (EMS), assumes the first response to all medical emergency calls in the City. At the same time, emergency medical technicians (EMTs) are put on all the fire department's trucks. Through the Joint Powers Authority (JPA) with other cities of Solano County and Solano County Emergency Management Services (EMS), there is an ambulance contract with Medic Ambulance Service. The ambulance contract acknowledges the Delta Fire Protection's responsibility to the Antioch Bridge.

HEALTH SERVICES

Rio Vista's role in health services issues is somewhat limited. The City is not directly involved with the establishment or management of any health care facilities. Nevertheless, Rio Vista is a growing community with an ever-increasing need for health services that is recognized by the City in its planning efforts.

The City's geographic isolation has made it difficult to establish the wide range of medical services needed to serve the community. This is of serious concern to the City, given the special health care needs of children, teens, seniors and low-income households in Rio Vista.

There are no emergency medical clinics in Rio Vista and the City is without assisted living or skilled nursing facilities. Given the substantial increase in the senior population, as a result of the Trilogy development, this absence of senior health care facilities has become increasingly problematic. The lack of prenatal care, mental health services, and a public health clinic also leaves a wide gap in medical services for a large portion of the City's population. This absence of health care facilities and services requires that residents travel long distances to communities such as Fairfield, Antioch, Vallejo, Lodi, and Sacramento to receive medical services.

One sole practitioner who has been providing medical care in the City for 40 years may not be able to serve much longer. North Bay Hospital contracts with a doctor's group in Fairfield to provide a doctor's services in Rio Vista. This doctor may not be present in Rio Vista for the long-term either.

A range of health care and social services are presently met by non-profit organizations in the community. As the need continues to increase for services offered by these organizations, they are routinely faced with shortages in facility space, funding or both. The principal non-profit health and social service providers in the community include Rio Vista CARE, Community Action Center (CAC), and Yes to Kids.

RIO VISTA CARE

Rio Vista CARE, with a part-time staff of three (soon to add a fourth), provides drug, alcohol, and family counseling to Rio Vista residents of all income and age groups. At this time, the waiting list for counseling ranges from teens to seniors. During the school year, 80 percent of the agency's clients are school-age children. All four schools have waiting lists for counseling services—three schools in Rio Vista and one in Isleton. The agency receives some referrals through the Rio Vista Police Department Diversion Program. Rio Vista CARE receives its

funding from a variety of local, state, and federal sources. Private donations (e.g., service clubs, businesses, school districts, volunteers) constitute a significant portion of their funding.

COMMUNITY ACTION CENTER

Community Action Center (CAC) provides food, clothing, and emergency shelter to those in need around the City. The center is staffed by an executive director (the only paid staff), a CalWorks receptionist, volunteer teens, and one homeless family. CAC services include a senior brownbag lunch program that serves 35 seniors monthly; the USDA Commodities (food) Program that serves 75 people every month; the Emergency Food Closet that provides food to as many as 60 homeless persons per month. Once every 3 months, individuals receive 1 week's supply of food. In addition, the CAC provides resource information, homeless emergency shelters, and its Season of Caring Program (rental assistance).

YES TO KIDS

The *Yes To Kids* before- and after-school program currently operates under a joint agreement between the River Delta Unified School District and Rio Vista CARE. This program is modeled after similar successful programs in the Solano County communities of Fairfield and Vacaville. *Yes To Kids* provides a safe before- and after-school environment for children to do homework, and have social interaction. Funding for this program is limited and, since the need is continuing to increase, program operators are continually looking for additional means of funding for program expansion.

HIGHWAY 12

State Route 12 (commonly referred to as Highway 12) is a high-speed, two-lane roadway that bisects Rio Vista, running in an east-west direction through the City. Local traffic and regional traffic on this route has increased as development in Rio Vista and surrounding communities (Solano County and Sacramento County) has increased. The present safety concern with Highway 12 is the safe crossing of bicyclists and pedestrians, which is addressed in the "Outlook" section of this chapter.

RIO VISTA AIRPORT

Since the 1950s, Rio Vista has had a municipal airport. The former airport was relocated to a new facility that opened in 1992. New infrastructure and building sites for businesses recently have been added; therefore, the facility is both a public asset and an economic development opportunity, although it has not yet achieved fiscal self-sufficiency.

The Rio Vista Airport is located north of Airport Road and west of Church Road. The facility has a helipad and two runways, one 4,200 feet and the other 2,200 feet. The 10-year-old facility recently was upgraded with water, sewer, and additional utility improvements; an improved 12-acre business park; and a new office/administration building. Several "fixed base operators" (FBOs) are located onsite, including a mechanic. The City operates a fuel concession at the site, as well as hangars of various sizes for rent. Approximately 50 aircraft are located at the site. A private company not related to airport operations recently occupied the new office

building and one hangar building. The business park can accommodate up to 100,000 square feet of building development sites or "pads." The future Fire Station No. 2 will be located here.

NOISE

In the Rio Vista community, noise is generated by a variety of transportation-related noise sources as well as fixed sources. Transportation-related sources include Highway 12 traffic, with a substantial amount of truck traffic, and aircraft activity at the Rio Vista Airport. Office and commercial uses, industry, agriculture, recreational and public facilities, along with gas well compressors, are routinely occurring fixed sources of noise in and around the City; temporary fixed sources include construction and natural gas well drilling.

Stationary noise sources that may be ongoing over a 24-hour period, such as natural gas pipeline compression, can be measured by standards based on 24-hour weighting. These standards may not be adequate, however, to address other noise sources, particularly industrial noise sources, which occur infrequently but at a potentially higher intensity.

Rio Vista's exterior noise standards for new uses affected by all stationary (non-transportation) noise sources under the General Plan update range from 45 to 65 dBA Ldn. This range provides for cases in which a higher standard is needed (e.g., continual generation of 'white noise' from natural gas pipeline compression; and infrequent but relatively high intensity noise). *Table 11-3* contains the noise standards for new uses affected by stationary noise sources.

The noise standards used for the General Plan closely follow recommendations made by the State Department of Health Services' Office of Noise Control. These noise compatibility standards are shown in *Table 11-1*.

The existing noise exposure contours are taken from those adopted by the City in the 1990 Amendments to the 1985 General Plan (Rio Vista, 1991). Since the 65-dBA contour is shown as an estimated range falling within 100-200 feet from the centerline of Highway 12, and because local topography, vegetation, or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered exact.

NOISE & SOUND MEASUREMENT

Sound levels are frequently expressed in units called decibels (dB). When this measure of sound intensity is adjusted correct for the relative frequency response of the human ear, the resulting unit is the "A-weighted" decibel (dBA). A-weighting de-emphasizes low frequencies to better correlate with the response of the human ear to sound (i.e., the human ear is more sensitive to high frequencies). The zero on the dBA scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. The dBA scale is a logarithmic rather than a linear measure of sound intensity; consequently, a 10-dBA sound level increase denotes a factor of 10 higher in intensity, while a 20-dBA increase denotes a factor of 100. A 1-2 dBA change in ambient noise levels is generally not audible even to sensitive receptors. The decibel system of measuring sound provides a simplified relationship between the physical intensity of sound and its perceived loudness to the human ear.

The physiological effects include sleep intrusion, vasoconstriction (constriction of veins), and loss of hearing. Sleep intrusion occurs either when noise causes a person to awaken or when noise causes changes in the depth of sleep. The levels of noise that cause sleep intrusion and the actual harm produced have not been determined. Vasoconstriction occurs for sound levels over 70 dB; the degree of constriction is proportional to the number of decibels by which the level exceeds 70. Vasoconstriction presently is considered only potentially dangerous.

Table 11-1a

Exterior Noise Limits

(Levels Not To Be Exceeded By More Than 30 Minutes In Any Hour)

Receiving Land Use Category	Time Period	Noise Level (dBA)		
		Noise Zone Classification (1)		
		Rural Suburban	Suburban	Urban
One & Two Family Residential	10pm - 7am	40	45	50
	7am - 10pm	50	55	60
Multiple Dwelling Residential Public Space	10pm - 7am	45	50	55
	7am - 10pm	50	55	60
Limited Commercial Some Multiple Dwellings	10pm - 7am	55		
	7am - 10pm	60		
Commercial	10pm - 7am	60		
	7am - 10pm	65		
Light Industrial Heavy Industrial	10pm - 7am	70		
	7am - 10pm	75		

- (1) The Classification of different areas of the community in terms of environmental noise zones shall be determined by the Noise Control Office(r), based upon assessment of community noise survey data. Additional area classifications should be used as appropriate to reflect both lower and higher existing ambient levels than those shown. Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction within the zone.

Source:
Model Community Noise Ordinance
Office of Noise Control
California Department of Health
April 1977

**Table 11-1
Noise Compatibility Standards**

Land Use Category	Community Exposure to Ldn or CNEL, dBA					
	55	60	65	70	75	80
Residential: Low-Density Single Family, Duplex, Mobile Homes						
Residential: Multiple Family						
Transient Lodging: Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken

Source:
California Department of Health and Safety
Office of Noise Control
2001

Rio Vista General Plan 2001

Noise affects people psychologically as well as physiologically. The psychological effects depend on the individual and the characteristics of the sound other than its intensity. People who work in a high occupational noise climate may be less sensitive to community noise intrusion. Also, continuous noise has been found to be less annoying than intermittent noise.

The time of day when a sound is emitted is an important factor in determining whether or not it is considered a nuisance. Sounds that may be barely noticeable at midday may be seriously disruptive in the middle of the night. A number of measurement scales that attempt to account for this time factor have been developed. Two of the more commonly used scales of this type are the Community Noise Equivalent Level (CNEL) and the day-night sound level Ldn. The U.S. Environmental Protection Agency developed the Ldn measure, a 24-hour average sound level in which a 10-dBA penalty is added to any sounds occurring between the hours of 10:00 p.m. and 7:00 a.m. The CNEL scale, which is used in California Airport Noise Regulations, is similar except that an additional 5-dBA penalty is added for the evening hours between 7:00 p.m. and 10:00 p.m.

MOBILE AND STATIONARY NOISE SOURCES

As mentioned earlier in this chapter, noise in Rio Vista is generated by a variety of noise sources. These noise sources can be either mobile whereby the source does not remain in one location (e.g., motor vehicles and aircraft), or they can be stationary (e.g., industrial and recreational facilities).

Noise from any of these sources can be an irritant to individuals close to the source. Factors such as climatic conditions, time of day, and ambient noise often influence the degree to which noise-sensitive uses, such as residences and schools, are affected. The principal sources of noise in Rio Vista include:

- Highway 12
- Rio Vista Airport
- Natural gas pipeline compression

HIGHWAY 12

Local and regional traffic on Highway 12 is considered a principal source of noise that may affect sensitive noise receptors to a greater or lesser extent, depending upon the time of day. This mobile noise source generates a 65-dBA contour of approximately 100–200 feet from the centerline of the roadway according to the Solano County General Plan Noise Contour estimates, as adopted in the *1990 Amendments to the 1985 Rio Vista General Plan* (Rio Vista, 1991). The existing estimated 65-dBA noise contour is shown in *Figure 11-3*. This contour range represents the area in which an average 65-dBA noise level is reached during a normal 24-hour day. The range has not been adjusted to account for the greater intrusiveness of evening and nighttime noise.

The *1985 Rio Vista General Plan* (Rio Vista, 1977) identified the following measure to reduce or attenuate noise impacts associated with Highway 12:

- Development shall be set back from Highway 12 an adequate distance to comply with noise standards, or these distances can be reduced if noise attenuation devices such as sound walls are proposed.
- Development projects shall be reviewed based on criteria shown in the City's Noise Ordinance and shall comply with State and City standards.

RIO VISTA AIRPORT

Rio Vista Airport can be considered both a mobile and stationary source of noise since it operates as both a base for aircraft takeoffs and landings, as well as an industrial park. Noise generated from industrial uses of the site is not significant at this time, however. The principal source of noise affecting sensitive receptors is associated with aircraft operations.

Aircraft noise affecting the City is produced by operations occurring at the Rio Vista Municipal Airport. The greatest potential for sound intrusion occurs when aircraft land, take off, or run up their engines while on the ground. The sounds associated with general aviation propeller aircraft are produced primarily by the propellers and secondarily from the engine and exhaust.

The most recent noise contours for the Rio Vista Airport were prepared as part of the ALUP (Solano County Airport Land Use Commission, 1988). The most expansive of these noise contours was one projected for ultimate buildout, which assumed a 3,060-foot runway and a fleet activity mix of single-engine (74.9 percent), agricultural (15.0 percent), twin-engine (10.0 percent), and business jets (0.1 percent). The average daily volume was projected to be 329 flights. The ALUP's 2004 noise contours are illustrated in *Figure 11-4*. These contours represent an average of all noise levels expected during a normal 24-hour day, adjusted to an equivalent level that accounts for the greater intrusiveness of evening and nighttime noise. The adjusted noise level is referred to as a "community noise equivalent level" (CNEL).

The ALUP contains the following policy language regulating future land uses within this area to ensure that they are compatible with future noise levels:

- The evaluation of airport/land use noise compatibility shall consider the future CNEL contours of the airport.
- Because of the inherent imprecision in the calculation of noise contours, it is not intended that the depicted locations be absolute determinants of the compatibility or incompatibility of a given land use.
- The maximum CNEL which shall be considered normally acceptable for residential areas in the vicinity of the Rio Vista Airport is 60 dBA.
- The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise.

**Figure 11-3
EXISTING NOISE CONTOURS**

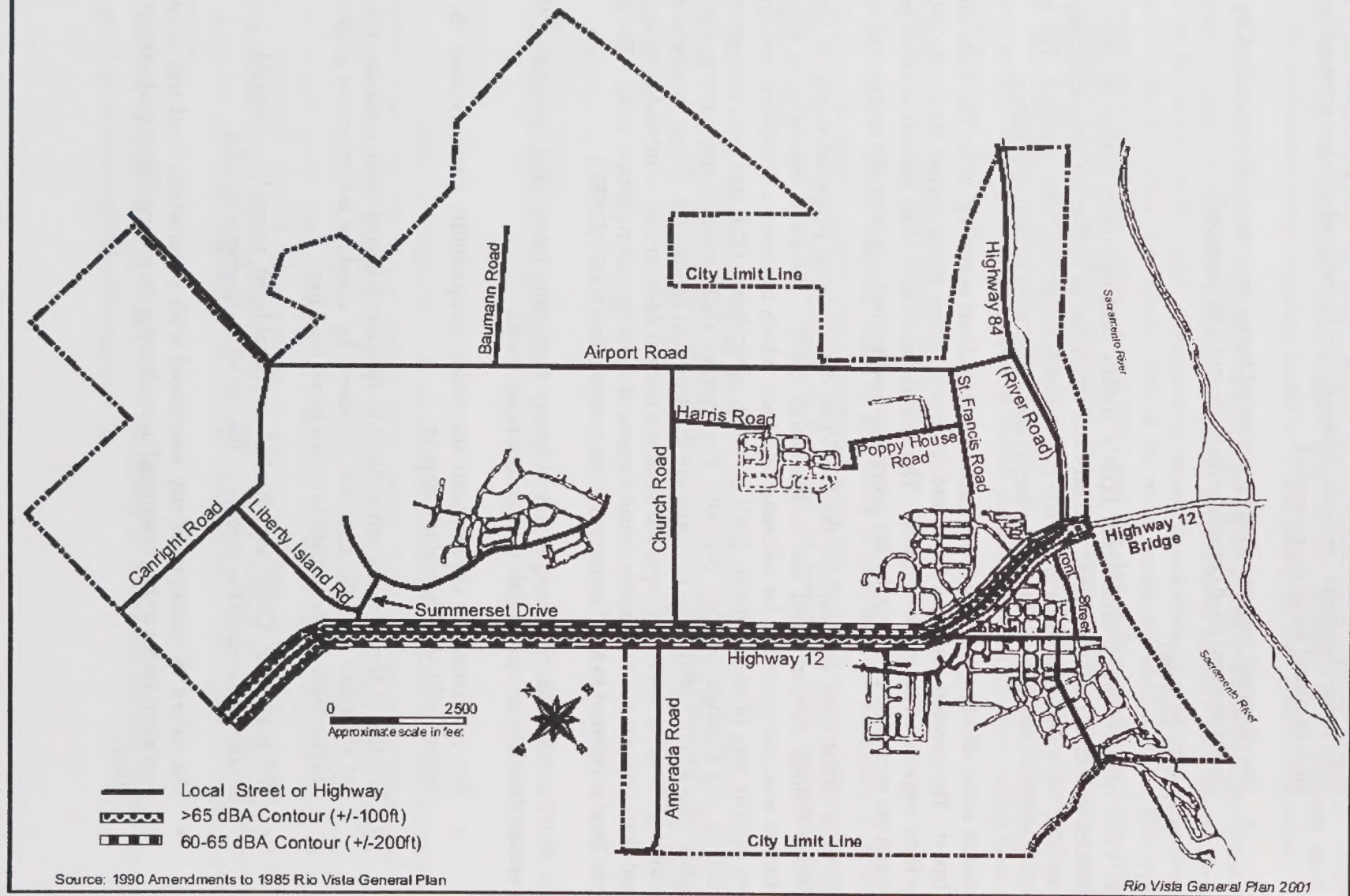
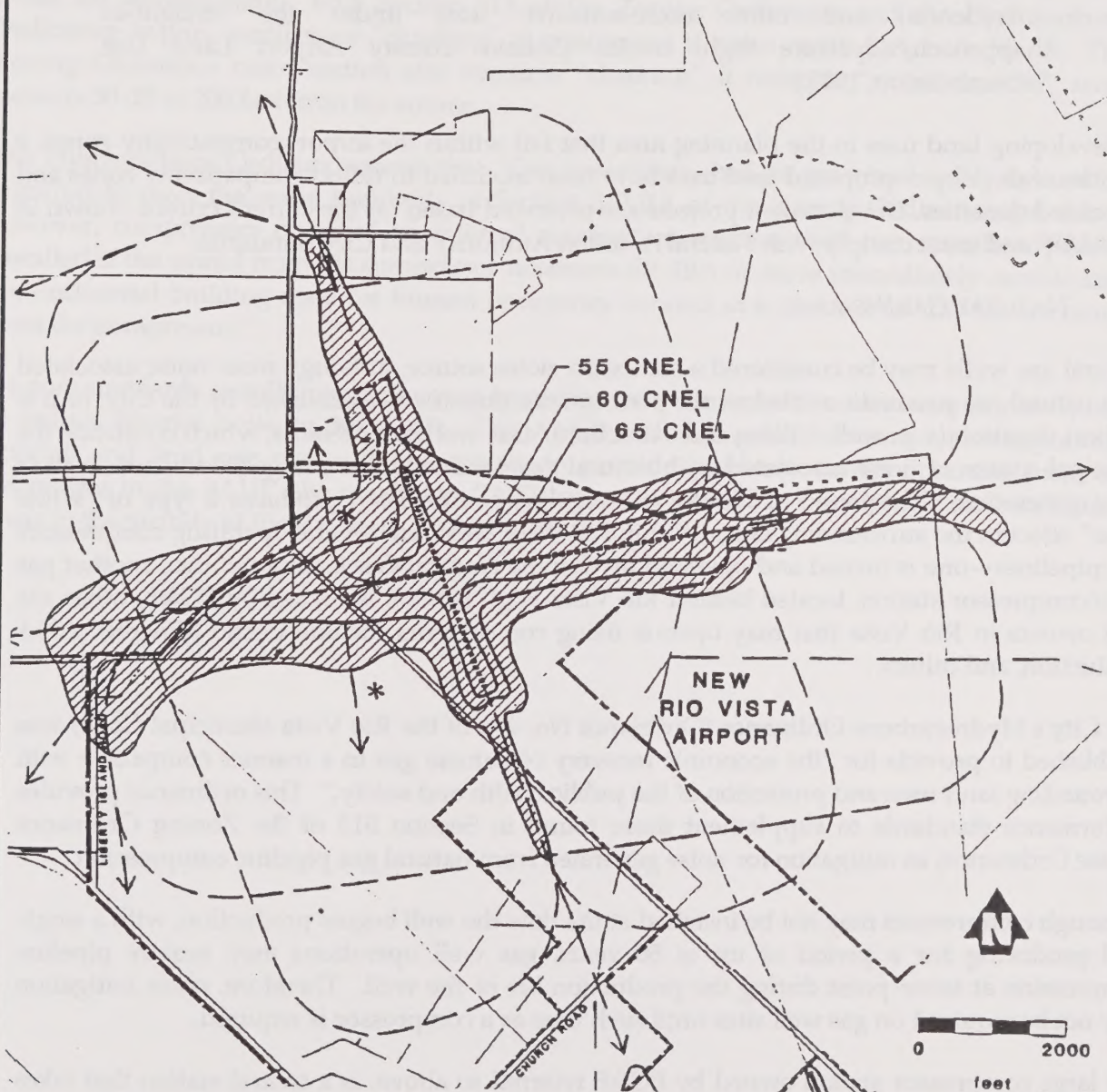


Figure 11-4
AIRPORT NOISE CONTOURS



Source:
Contour locations
calculated by
Hodges & Shutt
(1987)

* Agricultural Aircraft

Rio Vista Municipal Airport

Noise Impact (2004)

Rio Vista General Plan 2001

- Single-event noise levels shall also be considered in the evaluation of airport/land use noise compatibility. This is particularly important in areas which are often overflowed by noisy aircraft but which do not have high CNELs (e.g., because prevailing winds cause most aircraft departures to go in a different direction). The primary concern would be the location of residential and other noise-sensitive uses under the straight-in approach/departure flight tracks. (Solano County Airport Land Use Commission, 1988.)

In developing land uses in the planning area that fall within the airport compatibility zones, a number of developer-proposed land uses have been modified to reflect compatibility zones and associated densities. Development projects are reviewed based on the current criteria shown in the ALUP and must comply with Federal Aviation Authority and City standards.

NATURAL GAS WELLS

Natural gas wells may be considered a stationary noise source, although most noise associated with natural gas production is below the performance thresholds established by the City, or it is of short duration (e.g., well-drilling and extraction). Gas well compressors, which constitute the principal source of noise associated with natural gas production, are largely localized in their noise generation. The sound of natural gas pipeline compression produces a type of “white noise” effect in the surrounding area. Within Rio Vista, there are several operating compressors and pipelines—one is owned and operated by Calpine Natural Gas California, Inc.; another gas well/compressor station, located behind Rio Vista High School, is owned by PG&E; other gas well owners in Rio Vista that may operate using compressors include Castle Minerals, ANA Production, and others.

The City’s Hydrocarbons Ordinance (Ordinance No. 476 of the Rio Vista Municipal Code) was established to provide for “the economic recovery of natural gas in a manner compatible with surrounding land uses and protection of the public health and safety.” This ordinance provides performance standards to supplement those found in Section 513 of the Zoning Ordinance (Noise Ordinance) as mitigation for noise generated from natural gas pipeline compression.

Although compressors may not be installed at the time the well begins production, with a single well producing for a period of up to 50 years, gas well operations may require pipeline compression at some point during the production life of the well. Therefore, noise mitigation may not be required on gas well sites until such time as a compressor is required.

The large compressor station owned by PG&E referred to above, is a central station that takes gas from the feeder lines owned by the gas extraction operators and passes it into PG&E’s main distribution lines. This facility, located in a large structure, currently generates noise from a large cooling fan that ventilates the facility, rather than the compressor itself. This facility has been the subject of noise mitigation requirements for the Vineyard Bluffs subdivision, through the CEQA document for that project (mitigated negative declaration). PG&E officials do not expect the facility to remain in operation for the long term, although there is no certain date (or commitment) for the facility to cease operation.

CURRENT NOISE PERFORMANCE STANDARDS

The City generally has followed the State standards in the establishment of acceptable noise levels for development. Both Section 513 of the Zoning Ordinance and the Hydrocarbons Ordinance require mufflers or "cloaking" of equipment if noise emitted exceeds 60 dB. The Zoning Ordinance noise section also requires "cloaking" if noise in "non-industrial" areas exceeds 50 dB at 200 feet from the source.

The Hydrocarbons Ordinance states that "Gas operations shall be governed solely by and be required to meet the noise standards of Section 513.B.1 of the Zoning Ordinance, provided, however, compressors operated by internal combustion engines shall have muffler systems installed if the sound from the compressor measures 60 dBA or more immediately outside any non-industrial building used for human occupancy located at a distance of 150 feet or more from the compressor."

Airport standards usually require special insulation or noise reduction measures in residences to reduce interior noise to 30-35 dB. The ALUP includes noise contours with supporting policies and land use compatibility criteria to provide guidance in development projects. According to the ALUP, the maximum CNEL normally considered acceptable for residential areas in the vicinity of the Rio Vista Airport is 60 dBA.

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E. Outlook

SAFETY

Existing and proposed General Plan policies and ordinances reflect the City's ongoing obligation to protect lives and property. In addition, the City is committed to working closely with Solano County and other emergency service providers in a periodic update of plans for emergency events. Implementation of these policies and enforcement of supporting City ordinances will ensure that efforts are maximized in protecting the citizens of Rio Vista from potential geologic and seismic safety hazards, flooding, and other natural disasters.

SEISMIC AND GEOLOGIC HAZARDS

Since Rio Vista is located in the vicinity of active earthquake faults, the City's ability to respond to a seismic event is crucial to the health, safety, and welfare of its citizens. The General Plan process has included a reexamination of the City's emergency response policies and the drafting of its *Comprehensive Emergency Management Plan* (Rio Vista, 2001) to reinforce the state of the City's preparedness in responding to seismic and other emergency situations.

FLOOD CONTROL

Future planned development will significantly increase the amount of impervious surface and decrease natural vegetation. These conditions limit water infiltration opportunities and, without adequate mitigation, can increase stormwater runoff and decrease the time required to reach peak discharge rates. The City is committed to minimizing damage due to flood hazards through identifying floodplain boundaries and limiting development in areas where flooding is likely to occur.

NATURAL GAS WELLS

Natural gas production will continue to play an important role in the local economy. The City will establish that developers and gas companies have adequate safeguards and emergency response plans in place prior to development in the vicinity of gas well operations. Although the City's monitoring capabilities are limited, the assurances that safeguards and reporting are carried out will occur largely through the City's development review process and through the update and enforcement of the City's Hydrocarbon Ordinance.

POLICE SERVICES

This element's policies and implementing actions reflect the importance of public safety in maintaining Rio Vista's small town character. Without adequate staffing, and facilities and equipment with the latest technology, the City will lose its ability to provide a safe and secure environment for its citizens. With this in mind, the City has assessed its current level of service and projected what will be needed in the near-term and during the General Plan planning period to meet the needs of the community.

The City presently is preparing to temporarily relocate its Police Department facility to the Rio Vista Business Park. The facilities will increase in square footage from 1,200 to 7,200 square feet—this space is needed to accommodate existing staff and equipment. It is expected that these facilities will meet the Department's needs for approximately 5-7 years, when the population growth in the City is anticipated to necessitate further facilities expansion.

Long-term plans for Rio Vista include construction of a Civic Center that will provide for the additional expansion of the Police Department's facilities. No location has been determined for the City offices.

Staffing will be increased relative to the needs of the community. Population increase will be the principal factor in determining the extent to which the staff will need to be increased. Development patterns could be another factor in determining the need for staffing. The intent of the City to keep growth compact rather than "leapfrogging" will positively contribute to the efficiency of the department in its ability to maintain a continual presence in neighborhoods. The City intends to maintain the existing high level of response as it prioritizes its emergency calls. It is not anticipated that a police substation will be needed during the next 10 years—the ability of the police to maintain a regular presence in all of the City's neighborhoods will be accomplished through its central facility. At such time that the population increases to more than 20,000 residents, the City will need to reassess its facilities in order to determine whether a second facility is necessary.

The City intends to make use of the newest available technology in order to best serve its residents. Staying current will require a year-to-year assessment of what equipment is available. The City will seek grants to supplement local funds for purchase of this equipment through the State Office of Traffic Safety and the Office of Criminal Justice Planning.

911SYSTEM

The City expects to continue its contract with Contra Costa County for dispatching services in the near to midterm future. When the population starts to approach buildout at 20,000 residents, the City may choose to explore the possibility of having its own dispatch for police and fire. The current trend is to consolidate even further than what presently exists among the police departments in Solano County—regionalizing dispatch services in an effort to gain significant cost savings is the primary reason for this move. Preliminary talks have begun among Solano County and the cities to consolidate dispatch centers down to two or three in the County service area. The trade-off is that further regionalizing of the dispatch system reduces familiarity with the affected area and has the potential to increase response time.

FIRE PROTECTION

Buildout of Rio Vista, as proposed in the General Plan (i.e., Trilogy, Esperson, River Walk, Marks, Gibbs, and Brann Ranches), will require the construction of at least one additional fire substation and the purchase of additional equipment. In response to the General Plan buildout scenario, the City may require the dedication of one or two lots in new development areas for construction of a firehouse. One additional pumper would be located at the new station; nine new paid personnel would be needed to staff the proposed station(s). The City will seek to recruit new volunteers who either live or work in the City or surrounding area.

The future targeted ISO rating is 3. The future targeted response time as the new areas are developed is 4 minutes (90 percent of the time).

COMPREHENSIVE EMERGENCY MANAGEMENT PLAN

The City has prepared and will soon adopt its draft *Comprehensive Emergency Management Plan* (Rio Vista, 2001) in accordance with the requirements of Solano County's Emergency Response and Planning Program, and the Standardized Emergency Management System (SEMS) Operations Area Response. The plan defines the primary and support roles of City agencies and departments in after-incident damage assessment and reporting requirements. This plan will serve as a key component in implementing the City's policies that address emergency response.

HAZARDOUS MATERIALS

Many of the potential risks associated with hazardous materials can be reduced through the City's provision of educational materials and staff recommendations through the City's Building Department. Education in the handling and disposal of household products, asbestos, and lead-based paints will be an ongoing effort to ensure the safety of Rio Vista residents.

Local, state and federal regulations will largely be relied upon for ensuring that reporting requirements are met and business plans are prepared by those businesses operations that involve the transport, handling and storage of hazardous materials. The City will help to ensure compliance with these regulations to the greatest extent possible in the course of its normal permit and inspection processes.

The Truck Route Map in the Circulation & Mobility element will provide transporters of hazardous materials with acceptable routes through the City. The map will be used as a reference in the event of questions regarding safe transport.

ODORS

In winter, after the fertilizing season is over in the area, Solano County plans to implement an appeals process for addressing concerns over bio solid fertilizers. Currently, a proposal must be filed with the County to spread bio solid fertilizers on agricultural fields. In the future, the City of Rio Vista will be made aware of proposals for spreading bio solids upwind of Rio Vista and in the surrounding area. An appeals process will be established through the County's Administrative Director of Environmental Management. If either party is not satisfied with the outcome, a further appeal may be made to the Solano County Board of Supervisors.

The City recognizes that it cannot expect to halt the spreading of bio solids as it continues its policies of supporting agriculture on the lands surrounding Rio Vista. However, the City will continue to monitor sources of odors that can affect the quality of life in the City and advise its citizens of their options in addressing these odors. The success of monitoring and informing the public will depend on the extent of public/private cooperation and interagency coordination.

EMERGENCY SERVICES

The City will continue to operate under the terms of its contract with Solano County. Rio Vista Fire Department will continue its public/private partnership with Medic Ambulance Service and agree to be "first responders" on emergency calls, staffing all of its fire trucks with emergency medical technicians (EMTs). Unless State legislation changes in the future, the City will be prohibited from providing its own ambulance services.

HEALTH SERVICES

The City will encourage and work with health care providers to increase the availability of health care services in Rio Vista. It is the intent of the City to minimize the extent to which residents have to travel long distances to receive basic care. Medical clinics, emergency medical care, and assisted living and skilled nursing facilities are just a few of the health care services that the City will seek to establish in the community.

The lack of adequate public transportation will create the need for facilities to serve residents in areas geographically removed from the Downtown core. The City envisions the construction and operation of a social services and health care facility in the vicinity of Airport and Church Roads. This strategic location will facilitate access by residents in the north and west areas of the City to convenient health care services.

Although Rio Vista CARE moved its offices recently to a larger space, their services are constrained by insufficiently sized facilities. While the demand is expected to remain high, the agency will not be able to significantly expand its services without adequate space. As soon as a substantially larger building becomes available for staff, it is expected that Solano County will have a greater presence in Rio Vista with a staff of therapists and eligibility workers. The City will work with Rio Vista CARE, if needed, to obtain grant funding for construction of new community facilities.

The Community Action Center (CAC) would like to expand its services to include teen pregnancy counseling, a teen work program, and drug and birth control information. Other needs that the center cannot currently address include emergency shelter, transitional housing, affordable housing, and affordable childcare. Additional funding will be needed before the center's staff and facilities can be increased.

Before- and after-school childcare is another of the community needs that will continue to increase as the community grows. The City will work with local service providers and the River Delta Unified School District to help ensure that before- and after-school care will be available to all children in need of this service.

HIGHWAY 12

Providing a means of safely crossing Highway 12 for bicyclists and pedestrians is of primary concern to the City. As traffic continues to increase on this principal roadway through Rio Vista, improvements will be required to increase the ease of access between the north and south sides of the City. The Circulation Map in the Circulation & Mobility element indicates an approximate location for a highway undercrossing or overcrossing to be constructed. The

policies and implementing actions in that element are consistent with the intent of this Safety & Noise element to increase safety in this area.

RIO VISTA AIRPORT

Expansion and development at the Rio Vista Airport are expected to continue without placing increased risk to the public or those working on the site. Continuation of existing standards for analysis of new developments, adoption and periodic update of the City's *Comprehensive Emergency Management Plan*, and prohibition of residential construction within the restricted zones will minimize the danger of potential hazards. The airport/land use safety compatibility criteria contained in the ALUP will be used in assessing risks associated with the operation of aircraft to and from the airport in order to minimize risk to people on the ground and in the aircraft, largely through reducing density and maximizing the amount of open land within the vicinity of the airport. The City will continue to implement the ALUP and consider the Plan's safety criteria during its review of proposed land use plans and development projects in the vicinity of the Rio Vista Airport.

NOISE

MOBILE AND STATIONARY NOISE SOURCES

Future noise levels in the community are based on an anticipated increase of traffic and airport operations, as well as industrial noise or nuisance noise that may result from land development in the community. Traffic increases may be predicted based on cumulative buildout of the City. The Circulation & Mobility element discusses the anticipated increase in traffic as a result of plan buildout. Future industrial-related noise is more difficult to predict because not all industrial uses produce significant noise. In some cases, non-industrial uses could produce nuisance noise that could affect nearby noise-sensitive uses—typically, residential uses. The likely noise levels that will be expected from each noise source are discussed below.

HIGHWAY 12

Continued land development in Rio Vista and the surrounding area will result in traffic increases in Rio Vista. Such increases will result in increased noise levels, affecting residents living close to heavily traveled roadways. Highway 12 would continue to be by far the greatest contributor to overall roadway noise in the community. However, much of this increase may be attributed to future development outside the community, especially in Solano County and Stockton.

Assuming no new barrier for noise attenuation, areas within a range of 260–400 feet measured from the centerline of Highway 12 could potentially be subjected to noise levels in excess of 60–65 dBA Ldn, which is the City’s proposed noise standard without mitigation as shown in the *1990 General Plan Amendments to the 1985 Rio Vista General Plan* (Rio Vista, 1991). *Figure 11-5* shows the estimated noise level contours along Highway 12, based on projected buildout under the Land Use element. The 60–65 dBA contour is shown as an estimated 400 feet from the centerline of Highway 12. Because local topography, vegetation, or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered exact. Residential projects that are proposed within this distance of Highway 12 will require a noise study to determine the actual distance of the project from the 60-dBA contour.

The Solano Transportation Authority (STA) traffic model indicates that around 2010 (the halfway point in the projected buildout of this General Plan) portions of Highway 12 will need to be expanded to four lanes in order to maintain the level of service (LOS) standards set in the Circulation & Mobility element. By full buildout, in 2020 or beyond, all of Highway 12 will need to be expanded to four lanes. A community-wide noise study of major arterials would be helpful in assessing noise levels once traffic levels have been determined under the buildout scenario.

RIO VISTA AIRPORT

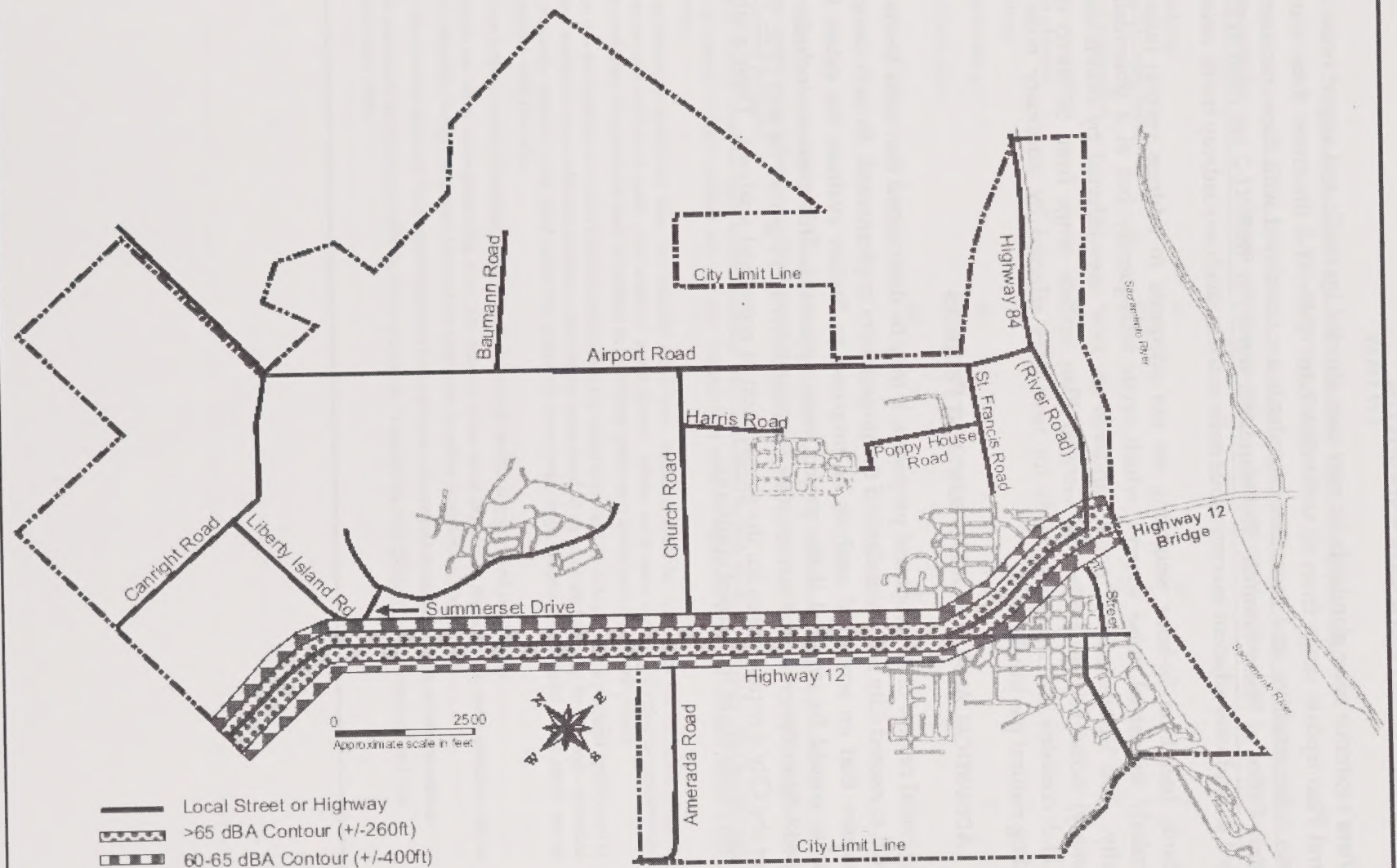
Airport noise is expected to increase as the use of the airport increases. Future noise contours (2004) for the airport have been developed as part of the ALUP. As shown in *Figure 11-4*, the contours will be used to evaluate development projects onsite and in the vicinity of the Rio Vista Airport. If airport activity increases substantially above that anticipated in the ALUP, a follow-up noise study would be needed to update the noise contours.

NATURAL GAS WELLS

Natural gas wells will continue to dot the landscape of Rio Vista and, as development continues as planned, will become an integral part of residential communities in the southern and western portions of Rio Vista. Natural gas pipeline compression associated with gas wells has the potential to create noise impacts near residential development. The noise concern over gas well compressors under this General Plan update is that substantial new residential development will be constructed in the south area of Rio Vista (Esperson property) close to these compressors.

The City will apply noise performance standards to ensure that the noise generated from natural gas pipeline compressors is not intrusive for residents living near these sites (*see discussion below*). Adopting the recommendations of the State’s Model Noise Control Ordinance for rural residential areas, the City will adopt a noise standard of not greater than 45 dBA at the residential property line. This higher-than-usual standard for outdoor noise accounts for the continual generation of “white noise” resulting from the compression in natural gas pipelines. This standard are directed toward well-head compressors at specific well sites. The large main line compressor building located near Vineyard Bluffs on the Esperson property will be evaluated separately, as a part of specific noise analyses to be conducted for future development projects proposed on the Esperson property.

**Figure 11-5
FUTURE NOISE CONTOURS**



Source: 1990 Amendments to 1985 Rio Vista General Plan

Rio Vista General Plan 2001

FUTURE NOISE PERFORMANCE STANDARDS

Rio Vista's exterior noise standards for new uses affected by traffic and airport noise under this General Plan update range from 60 to 70 dBA Ldn. *Table 11-2* illustrates these standards for various noise-sensitive land uses; these standards are consistent with those recommended by the State Office of Noise Control. The standards shown in *Table 11-2* are most appropriately applied to land uses adjacent to continuous noise sources, such as roadway traffic noise.

Standards based on 24-hour weighting are not adequate to address certain noise sources, particularly industrial noise sources, which occur infrequently but at a potentially higher intensity. Rio Vista's exterior noise standards for new uses affected by non-transportation (stationary) noise sources under the General Plan update range from 50 to 65 dBA Ldn. *Table 11-3* contains the noise standards for new uses affected by stationary noise sources, including natural gas pipelines.

ACOUSTICAL ANALYSIS OF DEVELOPMENT PROJECTS

During initial review of development proposals, it may be determined that noise levels have the potential to exceed City noise standards if the project were implemented. In such cases, the City will require that an acoustical analysis be prepared to further evaluate the extent to which mitigation would be required if the project were approved. This measure includes projects proposed within the estimated future noise contours shown in *Figures 11-4* and *11-5*. *Table 11-4* outlines the City's requirements for the preparation of acoustical analyses. These analyses will be the responsibility of the project applicant.

TABLE 11-2

**Noise Standards for New Uses Affected by Traffic and Airport Noise
City of Rio Vista Noise Element**

New Land Use	Outdoor Activity Area - Ldn	Interior - Ldn/Peak Hour Leq ¹	Notes
All residential	60-65	45	2, 3, 4, 8
Transient lodging	65	45	5
Hospitals and nursing homes	60	45	6
Theaters and auditoriums	—	35	
Churches, meeting halls, schools, and libraries	60	40	
Office buildings	65	45	7
Commercial buildings	65	50	7
Playgrounds and parks	70	—	
Industry	65	50	7

Notes:

1. For traffic noise in the City of Rio Vista, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied in noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas, or tennis courts. Where such areas are not provided in multi-family residential uses, the standards shall be applied at individual patios and balconies of the development.
4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed—provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.
6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7. Only the exterior spaces of these uses designated for employee or customer relaxation are considered sensitive.
8. These standards are consistent with the *Airport/Land Use Compatibility Plan* (Solano County Airport Land Use Commission, 1988).

TABLE 11-3

**Noise Standards for New Uses Affected by Non-Transportation Noise
City of Rio Vista Noise Element**

New Land Use	Outdoor Activity Area - Leq		Interior - Leq	Notes
	Daytime	Nighttime	Day & Night	
All residential	50	45	35	1, 2, 7, 8
Transient lodging	55	---	40	3
Hospitals and nursing homes	50	45	35	4,8
Theaters and auditoriums	---	---	35	
Churches, meeting halls, schools, and libraries	55	---	40	
Office buildings	55	---	45	5, 6
Commercial buildings	55	---	45	5, 6
Playgrounds and parks	65	---	---	6
Industry	65	65	50	5

Notes:

1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
2. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas, or tennis courts. Where such areas are not provided in multi-family residential uses, the standards shall be applied at individual patios and balconies of the development.
3. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas, and are not commonly used during night-time hours.
4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
5. Only the exterior spaces of these uses designated for employee or customer relaxation are considered sensitive to noise.
6. The outdoor activity areas of office, commercial, and park uses are not typically used during nighttime hours.
7. It may not be possible to achieve compliance with this standard at residential uses located immediately adjacent to loading dock areas of commercial uses while trucks are unloading. The daytime and night-time noise level standards applicable to loading docks shall be 55 and 50 dB Leq, respectively.
8. The City will apply noise performance standards as outlined in the policies of this Safety & Noise element to ensure that the noise generated from natural gas pipeline compressors is not intrusive for residents living near these sites. Adopting the recommendations of the State's Model Noise Control Ordinance for rural residential areas, the City will adopt a noise standard of not greater than 45 dBA at the residential property line. This higher-than-usual standard for outdoor noise accounts for the continual generation of "white noise" resulting from the compression in natural gas pipelines.

General Notes: a. The Table 11-3 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music and for recurring impulsive sounds.

b. If the existing ambient noise level exceeds the standards in Table 11-3, the noise level standards shall be increased at 5-dB increments to encompass the ambient level.

TABLE 11-4
Requirements for Acoustical Analyses Prepared in Rio Vista

An acoustical analysis prepared pursuant to the Noise element shall:

1. Be the responsibility of the applicant.
2. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
4. Estimate existing and projected (cumulative City buildout) noise levels in terms of the standards in Tables 11-2 and 11-3, and compare those levels to the adopted policies of the Noise element.
5. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms and evaluate possible sleep disturbance.
6. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.
7. Describe the post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Table 1.4

Guidelines for Assessment and Feedback in the Workplace

Source: Adapted from [illegible]

Assessment and feedback are essential for the development of the individual and the organization.

There are several key principles to consider:

1. The purpose of assessment and feedback is to improve performance and develop the individual.

2. Assessment and feedback should be based on clear, measurable objectives.

3. Assessment and feedback should be a continuous process, not a one-time event.

4. Assessment and feedback should be based on observable, measurable behaviors.

5. Assessment and feedback should be based on a fair and equitable process.

6. Assessment and feedback should be based on a supportive environment.

7. Assessment and feedback should be based on a clear understanding of the individual's role and responsibilities.

8. Assessment and feedback should be based on a clear understanding of the organization's goals and objectives.

9. Assessment and feedback should be based on a clear understanding of the individual's strengths and weaknesses.

10. Assessment and feedback should be based on a clear understanding of the individual's career aspirations.

11. Assessment and feedback should be based on a clear understanding of the individual's current performance.

12. Assessment and feedback should be based on a clear understanding of the individual's potential.

13. Assessment and feedback should be based on a clear understanding of the individual's needs.

14. Assessment and feedback should be based on a clear understanding of the individual's interests.

15. Assessment and feedback should be based on a clear understanding of the individual's values.

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

SAFETY

SEISMIC AND GEOLOGIC HAZARDS

GOAL 11.1 TO MINIMIZE INJURY AND PROPERTY DAMAGE DUE TO SEISMIC ACTIVITY AND GEOLOGIC HAZARDS.

Policy		Implementing Action	
11.1.A	The City shall continue to monitor seismic activity in the region and take appropriate action if significant seismic hazards, including potentially active faults, are discovered in the planning area.	SN-1	California Department of Mines and Geology Studies
		SN-2	Interagency Coordination
11.1.B	The City shall continue to mitigate the potential impacts of geologic hazards.	SN-3	Uniform Building Code
		SN-4	Development Review
		SN-5	Subdivision Ordinance Review and Update
11.1.C	Soil erosion and sedimentation shall be minimized by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.	SN-4	Development Review
		SN-5	Subdivision Ordinance Review and Update
		SN-6	Grading and Drainage Ordinance
		SN-7	Specific Plans
11.1.D	Development projects shall comply with state seismic and building standards in the design and siting of critical facilities, including police and fire stations, school facilities, hazardous material storage facilities, bridges, and large public assembly halls.	SN-8	Land Use Map
		SN-1	California Department of Mines and Geology Studies
		SN-3	Uniform Building Code
		SN-4	Development Review
		SN-5	Subdivision Ordinance Review and Update

Policy		Implementing Action	
11.1.E	The City shall require contour grading, where feasible, and revegetation to mitigate the appearance of engineered slopes and to control erosion.	SN-4	<i>Development Review</i>
		SN-6	<i>Grading and Drainage Ordinance</i>

FLOOD CONTROL

GOAL 11.2 TO MINIMIZE THE POTENTIAL FOR LOSS OF LIFE AND PROPERTY DUE TO FLOODING THROUGH THE USE OF FLOOD CONTROL SOLUTIONS THAT ARE COST EFFECTIVE AND MINIMIZE ENVIRONMENTAL IMPACTS.

Policy		Implementing Action	
11.2.A	The City shall require that new development on hillsides use design, construction, and maintenance techniques that minimize risk to life and property from slope failure, landslides, and flooding.	SN-4	<i>Development Review</i>
		SN-5	<i>Subdivision Ordinance Review and Update</i>
		SN-6	<i>Grading and Drainage Ordinance</i>
		SN-9	<i>Zoning Ordinance Review and Update</i>
		SN-10	<i>Sensitive Local Resource Areas Map</i>
11.2.B	Through land use planning, zoning, and other restrictions, the City shall continue to regulate all uses and development in areas subject to potential flooding.	SN-4	<i>Development Review</i>
		SN-5	<i>Subdivision Ordinance Review and Update</i>
		SN-7	<i>Specific Plans</i>
		SN-8	<i>Land Use Map</i>
		SN-9	<i>Zoning Ordinance Review and Update</i>
		SN-10	<i>Sensitive Local Resource Areas Map</i>
		SN-11	<i>Local, State, and Federal Funds</i>

Policy		Implementing Action	
11.2.C	The City shall minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.	SN-4	<i>Development Review</i>
		SN-5	<i>Subdivision Ordinance Review and Update</i>
		SN-9	<i>Zoning Ordinance Review and Update</i>
		SN-10	<i>Sensitive Local Resource Areas Map</i>
		SN-11	<i>Local, State, and Federal Funds</i>
		SN-12	<i>Flood Insurance Rate Map</i>
11.2.D	The City shall require new development to provide sufficient mitigation in order to ensure that the cumulative rate of peak runoff does not exceed pre-development levels.	SN-4	<i>Development Review</i>
		SN-5	<i>Subdivision Ordinance Review and Update</i>
		SN-6	<i>Grading and Drainage Ordinance</i>

NATURAL GAS WELLS

GOAL 11.3 TO ENSURE THE PUBLIC SAFETY DURING ONGOING NATURAL GAS WELL DRILLING AND EXTRACTION OPERATIONS.

Policy		Implementing Action	
11.3.A	Gas well sites shall be included in passive areas proposed by development projects, whenever feasible, rather than in the interior of neighborhoods.	SN-4	<i>Development Review</i>
11.3.B	It shall be the responsibility of the developer <i>and</i> the gas company to consider future potential neighborhood concerns when preparing development plans, tentative maps, and accommodation agreements.	SN-4	<i>Development Review</i>

Policy		Implementing Action	
11.3.C	The City shall require a safety plan and a detailed description of emergency response procedures for all gas well operations within new residential developments.	SN-4	<i>Development Review</i>
		SN-13	<i>Hazardous Materials Business Plan and Spill Prevention, Control, and Countermeasures Plan</i>
		SN-14	<i>Comprehensive Emergency Management Plan</i>
11.3.D	Prior to purchase, the City shall require the developer or seller to provide full disclosure of health and safety considerations from gas well operations to potential homebuyers.	SN-4	<i>Development Review</i>
		SN-15	<i>Disclosure Documents</i>

POLICE SERVICES

GOAL 11.4 TO MAINTAIN A PROFESSIONAL LAW ENFORCEMENT AGENCY THAT PROACTIVELY PREVENTS CRIME; CONTROLS CRIME THAT THE COMMUNITY CANNOT PREVENT; AND REDUCES FEAR AND ENHANCES THE SECURITY OF THE COMMUNITY.

Policy		Implementing Action	
11.4.A	The Police Department shall respond to both emergency and routine calls for service in a timely manner consistent with department policy.	SN-16	<i>Police Department Policy</i>
11.4.B	The City shall ensure that the Police Department uses modern technology and provides adequate training to maximize job performance.	SN-16	<i>Police Department Policy</i>
		SN-17	<i>Police Department Field Training Program</i>
11.4.C	The City shall provide extensive community-based service and education programs designed to prevent crime and emphasize citizen protection and involvement.	SN-16	<i>Police Department Policy</i>
		SN-18	<i>Public Education/Awareness Program</i>

Policy	Implementing Action
11.4.D Parks shall be designed to facilitate surveillance by adjoining residents, security services, and police.	SN-4 <i>Development Review</i>

FIRE PROTECTION

GOAL 11.5 TO PROTECT AGAINST THE LOSS OF LIFE, PROPERTY, AND THE ENVIRONMENT BY APPROPRIATE PREVENTION AND SUPPRESSION MEASURES.

Policy	Implementing Action
11.5.A The City shall continue to pursue fire prevention programs and standards.	SN-3 <i>Uniform Building Code</i> SN-19 <i>Fire Prevention Programs</i> SN-20 <i>Fire and Safety Codes</i>
11.5.B The City shall strive to maintain its existing service levels. The City shall periodically evaluate service levels as population increases under this General Plan.	SN-2 <i>Interagency Coordination</i> SN-7 <i>Specific Plans</i> SN-21 <i>Capital Improvement Program</i> SN-22 <i>Dedications, Fees, and Exactions</i> SN-23 <i>Annual Report</i>
11.5.C The City shall require that timing of construction of fire stations be phased to be ready to serve development as it occurs.	SN-7 <i>Specific Plans</i> SN-21 <i>Capital Improvement Program</i> SN-22 <i>Dedications, Fees, and Exactions</i>
11.5.D The City shall monitor fire department service levels annually concurrent with the City budget process.	SN-23 <i>Annual Report</i>

HAZARDOUS MATERIALS

GOAL 11.6 TO PROTECT THE COMMUNITY'S HEALTH, SAFETY, NATURAL RESOURCES, AND PROPERTY THROUGH REGULATION OF USE, STORAGE, TRANSPORT, AND DISPOSAL OF HAZARDOUS MATERIALS.

Policy		Implementing Action	
11.6.A	The City shall require the disclosure of the use and storage of hazardous materials in existing and proposed industrial and commercial activities, and the siting of hazardous waste disposal facilities, in accordance with Solano County guidelines and State law.	SN-4	<i>Development Review</i>
		SN-13	<i>Hazardous Material Business Plan and SPCC</i>
		SN-24	<i>Countywide Integrated Waste Management Plan</i>
11.6.B	The City shall establish a hazardous materials truck route through the City.	SN-25	<i>Circulation & Mobility Element</i>
11.6.C	The City shall comply with State law regarding the use of toxic chemicals in parks.	SN-26	<i>Resource Maintenance and Management Programs</i>
		SN-27	<i>California Health and Safety Code.</i>
11.6.D	The City shall ensure the proper use, storage, and disposal of toxic chemicals to the greatest extent feasible.	SN-13	<i>Hazardous Materials Business Plan and Spill Prevention, Control, and Countermeasures Plan</i>
		SN-24	<i>Countywide Integrated Waste Management Plan</i>
		SN-26	<i>Resource Maintenance and Management Programs</i>
		SN-28	<i>Best Management Practices</i>
11.6.E	The City shall ensure that it maintains sufficient resources, contacts, and personnel to provide the public with emergency notification in the event of a hazardous materials spill or airborne release.	SN-2	<i>Interagency Coordination</i>
		SN-14	<i>Comprehensive Emergency Management Plan</i>
		SN-29	<i>Public/Private Cooperation</i>

EMERGENCY SERVICES

GOAL 11.7 TO PROVIDE EMERGENCY SERVICES IN A WELL-PLANNED, COST-EFFECTIVE, AND PROFESSIONAL MANNER THROUGH THE BEST UTILIZATION OF AVAILABLE EQUIPMENT, FACILITIES, AND TRAINING.

Policy	Implementing Action
11.7.A The City shall strive to maintain its quick response time for emergency calls.	SN-2 <i>Interagency Coordination</i>
	SN-7 <i>Specific Plans</i>
	SN-21 <i>Capital Improvement Program</i>
	SN-22 <i>Dedications, Fees, and Exactions</i>
	SN-23 <i>Annual Report</i>
11.7.B The City shall continue to provide first response for emergency calls.	SN-14 <i>Comprehensive Emergency Management Plan</i>
11.7.C The City shall continue its efforts toward increasing the ability of Rio Vista Fire Department to provide paramedic services.	SN-1 <i>Intergovernmental Coordination</i>
	SN-30 <i>Legislative Monitoring</i>
11.7.D The City shall advocate for ambulance services to be based in Rio Vista.	SN-1 <i>Intergovernmental Coordination</i>
	SN-30 <i>Legislative Monitoring</i>
11.7.E The City shall comply with and periodically update the <i>Comprehensive Emergency Management Plan</i> , and ensure that participants are prepared to efficiently carry out assigned functions.	SN-14 <i>Comprehensive Emergency Management Plan</i>
11.7.F The City shall ensure that it maintains sufficient resources, contacts, and personnel to provide the community with an effective notification system in the event of an emergency.	SN-2 <i>Interagency Coordination</i>
	SN-23 <i>Annual Report</i>
	SN-29 <i>Public/Private Cooperation</i>

HEALTH SERVICES

GOAL 11.8 TO HELP ENSURE THAT A WIDE RANGE OF HEALTH AND MEDICAL SERVICES ARE CONVENIENTLY AVAILABLE TO ALL RIO VISTANS.

Policy		Implementing Action	
11.8.A	The City shall approve changes in zoning and performance standards, wherever possible, to facilitate the sensible siting and construction of health and medical facilities.	SN-4 SN-9	<i>Development Review</i> <i>Zoning Ordinance Review and Update</i>
11.8.B	The City shall seek to establish a centrally located health care facility in the community.	SN-11 SN-31 SN-32	<i>Local, State, and Federal Funds</i> <i>Economic Development Strategic Plan</i> <i>Marketing Assistance and Policy Support</i>
11.8.C	The City shall seek to co-locate a health care facility with other types of medical care and social service facilities.	SN-31 SN-32	<i>Economic Development Strategic Plan</i> <i>Marketing Assistance and Policy Support</i>
11.8.D	The City shall assist local health service and care providers in obtaining state and federal grants to improve their facilities and services.	SN-11	<i>Local, State, and Federal Funds</i>
11.8.E	The City shall seek to foster the delivery of services to before- and after-school programs.	SN-11 SN-29 SN-31 SN-32	<i>Local, State, and Federal Funds</i> <i>Public/Private Cooperation</i> <i>Economic Development Strategic Plan</i> <i>Marketing Assistance and Policy Support</i>
11.8.F	The City shall assist local service providers in preparing a comprehensive needs assessment and planning process that will lead to proactive recruitment of medical facilities in Rio Vista.	SN-2 SN-11 SN-29 SN-31	<i>Interagency Coordination</i> <i>Local, State, and Federal Funds</i> <i>Public/Private Cooperation</i> <i>Economic Development Strategic Plan</i>

ODORS

GOAL 11.9 TO ENSURE THAT RESIDENTS ARE NOT EXCESSIVELY EXPOSED TO ODORS GENERATED FROM AGRICULTURAL OR INDUSTRIAL SOURCES.

Policy	Implementing Action
11.9.A The City shall continue to monitor sources of odors that can affect the quality of life in the City and advise its citizens of their options in addressing these odors.	SN-2 <i>Interagency Coordination</i> SN-29 <i>Public/Private Cooperation</i> SN-33 <i>Solano County Appeals Process</i>
11.9.B The City shall implement the provisions of Assembly Bill 1190 to provide that agricultural activities, operations, and facilities, or appurtenances thereof, do not constitute a nuisance as long as they continue to operate in a manner similar to that in which they have historically operated. (Also refer to the Resource Conservation & Management element.)	SN-2 <i>Interagency Coordination</i> SN-29 <i>Public/Private Cooperation</i>

HIGHWAY 12

GOAL 11.10 TO ENSURE SAFETY OF BICYCLISTS AND PEDESTRIANS ALONG HIGHWAY 12.

Policy	Implementing Action
11.10.A The City shall assign a priority to construction of an undercrossing on Highway 12 for bicyclists and pedestrians. (See Policy 8.3.K in the Circulation & Mobility element.)	SN-2 <i>Interagency Coordination</i> SN-11 <i>Local, State, and Federal Funds</i> SN-21 <i>Capital Improvement Program</i> SN-25 <i>Circulation & Mobility Element</i>

RIO VISTA AIRPORT

GOAL 11.11 TO ENSURE PUBLIC SAFETY DURING AIRPORT OPERATIONS.

Policy	Implementing Action
11.11.A The City shall require that development projects in the vicinity of the Rio Vista Airport consider all applicable safety policies, City standards, and land use compatibility guidelines.	SN-4 Development Review
	SN-34 Airport/Land Use Compatibility Plan
	SN-35 Site Design Review

NOISE

MOBILE AND STATIONARY NOISE SOURCES

GOAL 11.12 TO PROTECT NOISE-SENSITIVE LAND USES FROM NEW NOISE-GENERATING USES THAT WOULD BE INCOMPATIBLE WITH SUCH SENSITIVE RECEPTORS.

Policy	Implementing Action
11.12.A The City shall implement the standards in Table 11-2 for new uses affected by traffic and airport noise.	SN-4 Development Review
	SN-34 Airport/Land Use Compatibility Plan
	SN-36 Noise Performance Standards
	SN-37 Noise Level Contour Maps
11.12.B The City shall require appropriate noise attenuation measures to be included in the project design for proposed noise-sensitive uses in proximity to existing noise-producing uses, as needed, to be in compliance with the standards in Tables 11-2 and 11-3.	SN-4 Development Review
	SN-34 Airport/Land Use Compatibility Plan
	SN-35 Site Design Review
	SN-36 Noise Performance Standards
	SN-37 Noise Level Contour Maps

Policy	Implementing Action
11.12.C Where noise attenuation is required to meet the standards of this element, an emphasis shall be placed on site planning and project design. These measures may include, but are not limited to, building orientation, setbacks, landscaping and building construction practices.	SN-4 <i>Development Review</i> SN-35 <i>Site Design Review</i>
11.12.D The use of noise barriers, such as sound walls, shall be considered as a means of achieving the noise standards only after other practical design-related noise mitigation measures have been integrated into the project.	SN-4 <i>Development Review</i> SN-35 <i>Site Design Review</i>
11.12.E The City shall assess traffic noise impacts generated by proposed development in the City of Rio Vista based on Solano Transportation Authority's traffic volumes for near-term traffic levels projected to occur in 2010.	SN-4 <i>Development Review</i> SN-36 <i>Noise Performance Standards</i> SN-37 <i>Noise Level Contour Maps</i> SN-38 <i>Major Investment Study and Project Study Report Equivalent</i>
11.12.F The City shall require any necessary acoustical analysis to assess compliance with the City's Noise element standard. Acoustical analyses shall be prepared in accordance with the requirements in Table 11-4.	SN-4 <i>Development Review</i> SN-36 <i>Noise Performance Standards</i> SN-37 <i>Noise Level Contour Maps</i>

Policy	Implementing Action
11.12.G The City shall apply the standards in <i>Table 11-3</i> to both new noise-sensitive land uses and new noise-generating uses, with the responsibility for noise mitigation placed on the new use. For example, if a developer proposed construction of a new apartment complex near an existing industry, the developer would be responsible for including appropriate noise mitigation in the project design to achieve compliance at the apartments with the standards in <i>Table 11-3</i> . Conversely, if a new industry were proposed near an existing apartment complex, the industry would be responsible for including appropriate noise mitigation in the project design to achieve compliance with the standards in <i>Table 11-3</i> at the existing apartment building.	SN-4 <i>Development Review</i> SN-5 <i>Subdivision Ordinance Review and Update</i> SN-36 <i>Noise Performance Standards</i> SN-39 <i>Zoning Ordinance (Section 513) Review and Update</i>

GOAL 11.13 TO PREVENT THE ENCROACHMENT OF NOISE-SENSITIVE LAND USES INTO AREAS AFFECTED BY EXISTING NOISE-PRODUCING USES. MORE SPECIFICALLY, TO RECOGNIZE THAT NOISE IS AN INHERENT BY-PRODUCT OF MANY INDUSTRIAL PROCESSES AND TO PREVENT NEW NOISE-SENSITIVE LAND USES FROM BEING DEVELOPED IN AREAS AFFECTED BY EXISTING INDUSTRIAL NOISE SOURCES.

Policy	Implementing Action
11.13.A The City shall require appropriate noise attenuation measures to be included in the project design for proposed noise-sensitive uses in proximity to existing noise-producing uses, as needed, to be in compliance with the standards in <i>Tables 11-2 and 11-3</i> .	SN-4 <i>Development Review</i> SN-5 <i>Subdivision Ordinance Review and Update</i> SN-36 <i>Noise Performance Standards</i> SN-37 <i>Noise Level Contour Maps</i> SN-39 <i>Zoning Ordinance (Section 513) Review and Update</i>

GOAL 11.14 TO ENSURE THAT NOISE ASSOCIATED WITH GAS WELL PIPELINE COMPRESSION IS COMPATIBLE WITH NEARBY RESIDENTIAL USES.

Policy	Implementing Action
11.14.A The City shall adopt a performance standard of 45 dBA (maximum) at any residential dwelling or outdoor activity area, whichever is closer to the noise source. An appropriate standard for the large main line compressor building located near Vineyard Bluffs on the Esperson property will be determined separately, through specific noise analyses conducted for development projects proposed for the Esperson property.	SN-4 <i>Development Review</i> SN-36 <i>Noise Performance Standards</i> SN-40 <i>Hydrocarbons Ordinance Review and Update</i>
11.14.B The City, developers, and gas well companies shall recognize a shared responsibility to attenuate noise generated by gas well operations in proximity to sensitive noise receptors, and that appropriate noise attenuation measures shall be agreed upon prior to project approval.	SN-4 <i>Development Review</i> SN-36 <i>Noise Performance Standards</i> SN-40 <i>Hydrocarbons Ordinance Review and Update</i>
11.14.C If the State's regulatory climate changes so that local governments are no longer allowed to restrict energy companies, the responsibility for meeting the noise standard shall shift to the developer where plans include development near mineral reserve (future gas well) sites.	SN-4 <i>Development Review</i> SN-36 <i>Noise Performance Standards</i> SN-40 <i>Hydrocarbons Ordinance Review and Update</i>
11.14.D Prior to purchase, the City shall require the developer or seller to provide full disclosure of potential noise impacts from gas well operations (particularly compressor noise) to potential homebuyers.	SN-4 <i>Development Review</i> SN-15 <i>Disclosure Documents</i>

CONSTRUCTION NOISE

GOAL 11.15 TO MINIMIZE THE NUISANCE OF NOISE GENERATED BY CONSTRUCTION ACTIVITIES.

Policy	Implementing Action	
11.15.A The City shall regulate construction noise to reduce impacts on adjacent uses consistent with Section 513 of the Zoning Ordinance (Noise Regulation).	SN-4 SN-39	<i>Development Review</i> <i>Zoning Ordinance (Section 513)</i> <i>Review and Update</i>
11.15.B Noise associated with construction activities shall be exempt from the noise standards cited in Table 11-3.	SN-4 SN-39	<i>Development Review</i> <i>Zoning Ordinance (Section 513)</i> <i>Review and Update</i>
11.15.C The City shall limit construction activities to between the hours of 7 a.m. and 5 p.m. unless an exemption is received from the City to cover special circumstances.	SN-4 SN-39	<i>Development Review</i> <i>Zoning Ordinance (Section 513)</i> <i>Review and Update</i>
11.15.D The City shall require all internal combustion engines used in conjunction with construction activities to be muffled according to the equipment manufacturer's requirements.	SN-4 SN-41 -	<i>Development Review</i> <i>California Vehicle Code</i>

G. Implementing Actions for Safety & Noise (SN)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Safety & Noise element.

SN-1 CALIFORNIA DEPARTMENT OF MINES AND GEOLOGY STUDIES *(Existing)*

The City will continue to monitor California Department of Mines and Geology studies for potentially active faults in the vicinity of Rio Vista. Information on a previously unknown or inactive fault that is discovered or becomes active can be obtained by monitoring such studies. Discovery of any such fault in the region may require modification to the City's development and building codes.

SN-2 INTERAGENCY COORDINATION *(Existing)*

Seismic and Flood Hazards. The City will continue its coordination with other agencies on issues of seismic safety and flood control. Coordination between the City and Solano County occurs through several mechanisms, including the distribution of development proposals for review and comment. The City will continue its cooperation with federal, state, and local agencies—including the U.S. Army Corps of Engineers, Federal Emergency Management Agency, and California Department of Fish and Game. *(Note: Solano County Water Agency acts as the County Flood Control District. Its role with the City in flood control efforts, however, is minimal—the only project managed by this agency in the vicinity of Rio Vista is the Mellon Levee, located at the southern end of the Yolo Bypass.)*

Odors. The City will maintain updated information through the Solano County Department of Environmental Management to ensure that the public is informed about the proposal, use, and appeal of the use of bio solids fertilizer. The City will cooperate with the Solano County Agricultural Commission in ensuring that agricultural practices are in accordance with County requirements.

Police and Fire Protection Services. The City will continue to participate in its mutual aid agreements and coordination between the City's police and fire departments and other jurisdictions and law enforcement/fire protection agencies.

Emergency Services. The City will continue to participate in the Joint Powers Authority (JPA) with other cities and Solano County, including the Solano County Emergency Medical Services (EMS) Department, to: (1) ensure that an effective and broad-reaching community-wide emergency notification system is in place; (2) increase the availability of ambulance and paramedic services in Rio Vista; and (3) strive to maintain and improve, where needed, the emergency response time. Rio Vista will work with the JPA toward increasing staffing and obtaining 24-hour coverage. The City also will work closely with the JPA and continue to evaluate the 5-year contract with EMT, the ambulance service provider, to improve ambulance services in Rio Vista.

Rio Vista Airport. The City will refer all development projects within the vicinity of the Rio Vista Airport to the Solano County Airport Land Use Commission for its review and comment. In addition, the City will work with the Commission to periodically assess and update the *Airport/Land Use Compatibility Plan* (Solano County Airport Land Use Commission, 1988).

SN-3 UNIFORM BUILDING CODE
(Existing)

Through the Building and Public Works Departments, the City will continue to enforce and update the Uniform Building Code, which includes construction standards for seismic and geologic safety.

SN-4 DEVELOPMENT REVIEW
(Existing)

The City's Development Review process involves a review of the proposed project's compliance with local ordinances and regulations; an environmental review in accordance with the requirements of the California Environmental Quality Act (CEQA); site design review (*described in greater detail below in SN-35*), and drafting of conditions of approval. The following is a general discussion of the City's development review process as it pertains to safety and noise issues associated with proposed development projects.

SAFETY

Seismicity, Flooding, Grading, and Drainage. The City will refer all development proposals to the Building Department, Public Works Department, and City Engineer to address potential flooding, seismic, grading, soils, or geologic impacts. A detailed site analysis will be required for major development proposals falling within ¼ mile of a fault (i.e., fault location and activity data, and hazard mitigation measures). The environmental review for projects must include a full inventory of potential grading and drainage impacts—along with any potential soil, geologic, or flood concerns; an assessment of potential project impacts; and an identification of mitigation and monitoring measures. Issues related to slopes, liquefaction, ground failure, flooding, and erosion must be addressed. Project design, grading, and building construction techniques must be used, as appropriate, to minimize these impacts.

The City will require the applicant to provide specific data requirements pertaining to potential hazards, including slope instability, seismicity, flooding, and fire. The data on hazards will assist the City and the applicant in determining the permitted level of development on the site.

Through the development review process, the City will implement the following actions to prevent flooding and excessive runoff:

- Promote the use of open grassy swales to carry runoff from urban areas to natural drainages.
- Discourage large continuous paved areas in development unless adequate drainage is provided.

- Encourage development to maximize the use of pervious paving materials.
- Ensure a design that prevents the diversion of runoff onto neighboring properties.
- Encourage development to discharge runoff into pervious drainageways.
- Locate building pads a sufficient distance above the 100-year floodplain elevation.
- Ensure that all storm drainage culverts and bridges along designated floodplains are designed to accommodate, at a minimum, 100-year flood volumes. Where practicable, improvements should accommodate 150 percent of the 100-year volumes.

Gas Well Sites. The City will review proposed locations of natural gas well sites when tentative maps and development projects are submitted for review and approval. The Hydrocarbons Ordinance and the California Environmental Quality Act (CEQA) will be considered during this development review process to verify compliance and ensure that sufficient mitigation is in effect to guarantee public safety. The City is to receive assurances from the gas companies that all gas well sites, compressor sites, and dehydration units will be checked regularly by operators (allowing for flexibility to shift the focus, as needed, from consistently running wells to higher priority wells), and that data for gas operations will be recorded. The operations/business plan should specify the frequency and protocol for checking on wells. Operators shall be trained to identify potential problems and report any negative findings to the appropriate personnel immediately and to the City, as deemed appropriate, so that proper response can be initiated.

Police and Fire Protection Services. The City will refer all development proposals to the Rio Vista Police Department and Fire Department for review and comment. The review process will consider the provision of access to lands for emergency services, street access to all structures, fire and crime prevention programs, and the enforcement of building and fire codes. The departments' comments will be considered during the development review process.

Hazardous Materials. The City will refer any development proposal that may be affected by, or affect, the storage, handling, or disposal of hazardous materials to the Fire Department and other appropriate agencies responsible for hazardous materials. Where appropriate, the County's Hazardous Materials Management Plan will be applied and, if required by State law, a Risk Management Prevention Plan. A business plan and procedures shall be prepared and submitted to the City's police and fire departments as a requirement of any administrative or use permit under the City's Hydrocarbon Ordinance, where deemed appropriate by the decision-making entity (staff or Planning Commission), and in other circumstances where applicable. Such plans shall contain all provisions required by Assembly Bill 2185, Department of Transportation (DOT) and Cal-OSHA regulations for environmental controls of hazardous materials and other provisions that may be required by the City. (*Note: The Hazardous Material Business Plan [HMBP] and Spill Prevention, Control and Countermeasures [SPCC] Plan are outlined in SN-13 below*).

Medical Services. The development review process includes discretionary review by the Planning Commission and Design Review Committee, based on consideration of General Plan

objectives and policies, and criteria established by the Zoning Ordinance and other City regulations and adopted guidelines. Through this process and the requirements of CEQA, the City will work with project proponents to establish their health and medical facilities in areas of the City that are convenient, close to public transit, or located in a pedestrian network. To the greatest extent possible, the City will remove regulatory and financial barriers to applicants with projects that will help to fill the gap in health and medical services.

NOISE

The City will continue its existing development review process in accordance with the requirements contained in such documents as Section 513 of the Zoning Ordinance (Noise Regulation), the Uniform Building Code, State Noise Insulation Standards (Title 24), Specific Plans, the City's Design Guidelines, CEQA, Solano County Environmental Health regulations, and other relevant statutes and regulations.

Because noise considerations are an integral part of the community planning and design process, the City will require noise information from the project applicant to adequately evaluate the effects of project noise on the community. Conditions of approval will be developed, along with mitigation measures, to ensure that the goals and policies of the Safety & Noise element are met.

Natural Gas Wells. The City will review proposed locations of natural gas well sites when tentative maps and development projects are submitted for review and approval. The City will consider the Hydrocarbons Ordinance and CEQA during this development review process, to verify compliance and ensure that adequate measures are in place to mitigate noise impacts.

With a performance standard of 45 dBA at the residential property line, the City expects that there will be a shared responsibility between the developer and the natural gas company for mitigating noise impacts where natural gas wells are already in production, and in the establishment of new wells.

Adequate safeguards appear to be in place through the development review process, CEQA, the Hydrocarbons Ordinance, and the Solano County Department of Environmental Management to address noise, health, and hazard issues associated with drilling and production of natural gas wells.

Schools. In accordance with Education Code Section 17215, any proposed school sites within two miles of any of the Rio Vista Municipal Airport runways will require a school site evaluation by the Division of Aeronautics.

SN-5 SUBDIVISION ORDINANCE REVIEW AND UPDATE (Proposed)

The City will review and revise its Subdivision Ordinance as needed to incorporate the specific data and design requirements related to surface faulting, ground failure, flooding, and noise that are contained in this General Plan update.

SN-6 **GRADING AND DRAINAGE ORDINANCE**
(Proposed)

The City will enact a Grading and Drainage Ordinance. The ordinance will require special excavation precautions to minimize hazards areas of slope instability, limit grading to those operations that would enhance ground stability without drastic site alteration, require special surface and subsurface drainage provisions, require that grading restore rather than disrupt natural patterns and volumes of surface runoff, and limit the construction of impermeable surfaces (structures, patios, and roads) over naturally permeable soils and geologic areas.

SN-7 **SPECIFIC PLANS**
(Proposed)

SAFETY

The City will ensure that specific plans and planned unit developments (PUDs) are consistent with the goals and policies of the General Plan. Proposed specific plans will:

- Identify potential geologic, soil, and seismic hazards in the plan area and also include measures to reduce the risk of such hazards.
- Outline criteria for development on steep slope areas, as applicable, to ensure public safety and minimize environmental and aesthetic impacts.
- Include the designation and preservation of floodplain areas and adjacent habitat.
- Incorporate provisions for public infrastructure, utilities, and emergency services to remain functional during flood conditions to the greatest extent feasible. Development agreements may be used to secure implementation and funding provisions.
- Specify anticipated need, if any, for additional fire services based on land use designations in the plan area. The specific plan must include the location and size of fire facilities, a fire facilities phasing plan, and source(s) of funding (to be available at the time of development).

NOISE

All proposed specific plans and PUDs will be reviewed in terms of present and future noise levels and means of noise attenuation. The City will consider techniques such as site and building design, barriers, and traffic planning; these techniques will be incorporated into the specific plan as needed. Tentative maps and PUDs will incorporate noise attenuation techniques into the site design, based on more definitive noise considerations. Noise attenuation techniques may be required as conditions to the approval of such maps and permits.

Where conventional development practices are not appropriate, PUD procedures may be applied by the County to those lands that are proposed for development with identified constraints that may be hazardous to development. Presently, both County and participating city ordinances provide for PUD procedures as an alternative to conventional procedures.

The State-authorized specific plan technique provides the County and participating cities with an alternative regulatory measure to mandatory PUD. Specific area planning can be used to ensure that proposed development layouts adequately consider hazards to safety associated with development and natural resource values. The technique is particularly appropriate for larger development sites with a complex variety of natural and human-induced conditions and land use needs. Specific plans may include, but are not limited to, mapped analysis of soil, geologic, seismic, flood, noise, and visual conditions; and related controls on grading, building, building location, density, drainage, wildfire, flood protection, noise abatement, open space, circulation, access, landscaping, landscaping preservation, public facilities, and natural resource protection. A specific plan is, in effect, a publicly prepared and adopted PUD proposal. Such studies also provide an integrated and efficient means of environmental impact assessment. Specific plan preparation could be financed by groups of interested developers as part of the environmental impact report process or through special assessment district procedures.

SN-8 LAND USE MAP
(To be adopted as part of this General Plan)

In areas where potentially significant soil, erosion, and flooding impacts are identified, the City will consider open space or other appropriate land use designations, including those designated on the Land Use Map in the Land Use element.

SN-9 ZONING ORDINANCE REVIEW AND UPDATE
(Proposed)

Development regulations, primarily the zoning regulations, provide the standards for development, prescribe allowable uses, contain specific incentive provisions, and include other standards and procedures related to approval of development projects. The City will undertake a review and update of these ordinances and regulations to ensure that unnecessary obstacles are removed from the process of establishing health and medical facilities and services. The City also will continue to regulate all uses and development in areas subject to flooding through regular review and updates of the zoning ordinance.

SN-10 SENSITIVE LOCAL RESOURCE AREAS MAP
(To be adopted as part of this General Plan)

The Sensitive Local Resource Areas Map, as specified in the Safety & Noise element and the Resource Conservation & Management element, will be used to identify the boundaries of the 100-year floodplain and other environmentally sensitive areas where their development could result in potential hazards to the public.

SN-11 LOCAL, STATE, AND FEDERAL FUNDS
(Existing)

Flood Control. The City will pursue mechanisms to finance flood prevention and storm maintenance programs. If necessary, the City will consider alternative funding sources, including the establishment of a drainage utility and assessment district.

Health Services. The City of Rio Vista will work with local health and social services providers to pursue funding opportunities for planning, construction and staffing of health and medical facilities. Possible sources include the Wellness Foundation. The City will take the lead role in applying for funds that cannot be directly pursued (e.g., State of California Community Development Block Grant Program) by private, not-for-profit enterprises.

Police Services. The City will continue to pursue grants through the State Office of Traffic Safety and Office of Criminal Justice Planning to leverage local funding for equipment.

SN-12 FLOOD INSURANCE RATE MAP
(Existing)

The City will continue its participation in the National Flood Insurance Program, including adoption and administration of updated Federal Emergency Management Agency (FEMA) model ordinances and Flood Insurance Rate Map (FIRM).

SN-13 HAZARDOUS MATERIALS BUSINESS PLAN AND SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN
(Existing)

In accordance with Chapter 6.95 of the California Health and Safety Code, development sites that store above the threshold quantities of a hazardous material or any amount of hazardous waste will submit a Hazardous Materials Business Plan (HMBP) to the Solano County Department of Environmental Management. The HMBP will include an inventory of hazardous materials stored at a facility, with specific physical and chemical descriptions of each material. The HMBP will be reviewed annually and updated if any material changes affect the quantity or location of hazardous materials.

The HMBP also will include, where appropriate, a Consolidated Contingency Plan that describes the emergency response procedures to be taken in case of hazardous material spill or fire. The plan provides facility identification information, emergency contacts, and response procedures to be taken in the event of a hazardous material emergency. Emergency equipment capabilities, emergency services, and employee training also are outlined in the Plan.

Compliance with Title 40 of the Code of Federal Regulations – preparation of a Spill Prevention, Control and Countermeasures (SPCC) Plan also will be required, where appropriate. The SPCC Plan contains much of the same information as the contingency plan but is more detailed in the description of spill response and prevention measures.

SN-14 COMPREHENSIVE EMERGENCY MANAGEMENT PLAN
(Draft)

The City's Comprehensive Emergency Management Plan provides direction for responding to disastrous occurrences in Rio Vista. This plan, which meets the requirements of Solano County's policies on Emergency Response and Planning, the Standardized Emergency Management System (SEMS) Operations Area Response, defines the primary and support roles of City agencies and departments in after-incident damage assessment and reporting requirements. With this plan in place, it is the underlying goal of the Safety component of this

element to protect the life, property, and environment of community residents, businesses, employees and visitors.

The City will maintain and update the comprehensive Emergency Management Plan. The plan addresses interagency coordination, emergency functions, continuity of government responsibility, and public awareness. In addition, the plan provides for the operation of police, fire and health services, as well as transportation alternatives in the event of a multi-hazard emergency. City evacuation procedures are described and are submitted to the State Office of Emergency Services (OES) for approval. The City will implement this plan in the event of a hazardous seismic or geologic occurrence.

The City's plan is being revised to become eligible for receipt of State and federal emergency aid. Once reviewed by the State OES and adopted by the City Council, the plan will be implemented and updated every 2 years as required by OES.

SN-15 DISCLOSURE DOCUMENTS
(Proposed)

Disclosure information on the existence of natural gas well sites within residential developments will be included promotional brochures for new residential developments. Deeds of trust for properties within these subdivisions will contain similar disclosures about the existence of natural gas wells in the vicinity. This measure will ensure that new property owners are notified that gas companies maintain the subsurface mineral rights to natural gas and are expected to conduct drilling and production operations in designated areas within the residential development.

SN-16 POLICE DEPARTMENT POLICY
(Existing)

The City will continue to emphasize the use of modern technology in providing effective law enforcement for the community. The Police Department sets as its goal to continue timely response and prioritization of all emergency calls. In addition, timely response to routine calls and the high visibility of patrol service will strengthen security within the community.

SN-17 POLICE DEPARTMENT FIELD TRAINING PROGRAM
(Existing)

The Police Department will continue to conduct its field training program for all new Police Department employees. The 5-week program emphasizes current law enforcement standards and techniques to ensure that employees have the skills necessary to carry out their duties.

SN-18 PUBLIC EDUCATION/AWARENESS PROGRAM
(Proposed)

The Rio Vista Police Department and Rio Vista Fire Department will continue working to provide extensive community-based service and education programs focusing on crime prevention, drug awareness, and fire prevention—with an emphasis on citizen protection and involvement.

For existing development that is incompatible with measured or projected noise contour levels, the City will provide information to occupants and property owners on possible noise abatement measures, such as berming, installing acoustical walls, and soundproofing (double glazing, caulking, and insulation).

SN-19 **FIRE PREVENTION PROGRAMS**
(Existing)

The Rio Vista Fire Department will continue to implement its fire prevention programs as follows:

- Present annual Fire Prevention Week at local schools.
- Assist businesses in preparing their fire prevention programs upon request.
- Conduct fire extinguisher demonstrations to service clubs and businesses upon request.
- Conduct fire inspections through the business license approval procedure.
- Carry out routine fire inspections to the extent possible, with schedule depending on staff availability.

SN-20 **FIRE AND SAFETY CODES**
(Existing)

Through the Rio Vista Fire Department (RVFD), the City will continue to enforce state and federal codes relating to fire and safety. Specifically, the RVFD will apply the Uniform Codes including, but not limited to, the Uniform Fire Code, California Fire Code, National Electrical Code, Uniform Mechanical Code, and codes relating to hazardous materials disposal to their inspection procedures. Where appropriate, RVFD will refer code violations to the City's Building Department for follow through to ensure full compliance with these codes.

SN-21 **CAPITAL IMPROVEMENT PROGRAM**
(Proposed)

The City will develop a Capital Improvement Program (CIP) to be used as a source of funding for capital improvements for police and fire facilities and equipment. The CIP plan will be reviewed and updated every 5 years to determine what changes or additions in facilities and equipment will be required.

SN-22 **DEDICATIONS, FEES, AND EXACTIONS**
(To be adopted as part of this General Plan)

Where determined to be necessary, the City will require, as a condition of project approval, the dedication of land or payment of appropriate fees and exactions to help offset municipal costs for fire protection facilities and services. As growth occurs, this measure will help to ensure the continued provision of adequate fire, police, and emergency response services and facilities.

SN-23 **ANNUAL REPORT**
(Proposed)

The City will prepare an annual report that addresses the provision of police, fire, and emergency services. Information from this report will be used to update the Comprehensive Emergency Management Plan and to evaluate the need for additional services in order to ensure that Rio Vista maintains desired response times and service levels as the community's population increases.

SN-24 **COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN**
(Existing)

In accordance with the California Integrated Waste Management Act, Solano County and its seven incorporated jurisdictions adopted a Countywide Integrated Waste Management Plan in November 1995. The goal of the plan is to reduce the amount and hazard of special wastes generated, and to ensure environmentally safe disposal of special waste that cannot be reused, recycled, or composted. The plan has established an implementation schedule to achieve its objectives, including setting a target of at least 15 percent of Solano County households to replacing at least one household hazardous waste product with a safer, effective product or method each year; an additional 10 percent of households will participate in a household hazardous materials collection event each year. As part of this plan, Rio Vista will conduct periodic surveys of their residents to assess changes in the use of hazardous products.

SN-25 **CIRCULATION & MOBILITY ELEMENT**
(To be adopted as part of this General Plan)

The Circulation & Mobility element of this General Plan establishes specific truck routes where noise conflicts with land use compatibility issues are least likely to occur. Truck traffic associated with delivery and loading in residential and commercial areas will be limited to daytime periods when ambient noise levels are highest. *(Figure 8-5 illustrates the proposed truck routes for trucks hauling hazardous materials.)*

This element also proposes a circulation system that includes an undercrossing for pedestrians and bicyclists on Highway 12. Construction of this crossing will increase mobility within the community by providing a means of safe passage from developments north of Highway 12 to the downtown core. *(See Policy 8.3.K.)*

SN-26 **RESOURCE MAINTENANCE AND MANAGEMENT PROGRAMS**
(Proposed)

The City will establish a program to ensure the long-term maintenance and management of parks and designated open space areas. The program will address the frequency and type of maintenance needed, management and monitoring provisions to ensure the continued viability of the resource, and designated costs and funding sources. When the open space area is required as the result of permits issued by federal or state agencies, the maintenance and management program will be consistent with applicable permitting requirements. Funding should consider all municipal costs that will ensure public safety, including the use and storage of toxic chemicals.

SN-27 **CALIFORNIA HEALTH AND SAFETY CODE**
(Existing)

The City will comply with and enforce, to the extent feasible, Chapter 6.95, Section 25503 of the California Health and Safety Code. This chapter requires all businesses to report the quantity and locations of hazardous materials to the regulatory authority on an annual basis if the business stores (1) above 55 gallons of a liquid or 500 pounds of a solid hazardous material, (2) above 200 cubic feet of a compressed gas, or (3) a radioactive material that is handled in quantities for which an emergency plan is required.

SN-28 **BEST MANAGEMENT PRACTICES**
(Existing)

The City will require that developers use best management practices (BMPs) recommended by the U.S. Natural Resources Conservation Service. Approaches to design, construction, and maintenance techniques should ensure that development near a sensitive corridor would not cause or worsen natural hazards (e.g., erosion, sedimentation, flooding, and water pollution). Techniques will include erosion and sediment control practices, such as hay bales, turbidity screens, temporary vegetation, and other management practices to minimize siltation, sedimentation, and erosion. The City will require that these measures be left in place until disturbed areas are stabilized with permanent vegetation that will prevent the transport of sediment offsite. Additional BMPs to be used include oil and sand separators, grassy swales, detention ponds, vegetative buffers, and other source control and treatment measures.

SN-29 **PUBLIC/PRIVATE COOPERATION**
(Proposed)

The City will cooperate with private concerns in the areas of medical care facilities and agriculture to ensure public health and safety.

SN-30 **LEGISLATIVE MONITORING**
(Proposed)

The California Health and Safety Code prohibits cities from providing their own ambulance services. The counties are responsible for ambulance services in the cities. Rio Vista will continue to monitor legislation and support efforts to repeal or modify this statute, in order to allow Rio Vista to provide ambulance services in the city.

SN-31 **ECONOMIC DEVELOPMENT STRATEGIC PLAN**
(Proposed)

The City will prepare a Strategic Plan for Economic Development. The plan will:

- Include policies, strategies, and priorities for business attraction; community promotion and marketing; and appropriate, compatible and cost-effective business sectors on which to concentrate marketing efforts and resources.
- Identify resources needed.
- Analyze the strengths, weaknesses, and opportunities of the community for attracting business.

Specific issues and potential attraction strategies to be evaluated in the plan include: agribusiness and related sectors and services; technology and information; research and development; "back office" functions for various industries (accounting, billing, sales, and support services); medical and professional services; environmental products and services; and traditional manufacturing sectors. The plan will evaluate and identify strengths in attracting businesses, such as quality of life and location in the Delta; weaknesses in attracting businesses, such as isolation from interstate highways, infrastructure needs, and workforce; and review the lands currently designated for commercial and industrial activities to ensure that sufficient land capacity exists to accommodate potential opportunities. A marketing and development strategy will be recommended that will prioritize business sectors for attraction and retention efforts, and will identify crucial steps to provide infrastructure and correct deficiencies.

SN-32 MARKETING ASSISTANCE AND POLICY SUPPORT
(Existing)

The City will provide/refer/support marketing assistance and policy support for the Solano Economic Development Corporation (SEDCORP), a non-profit organization that is devoted to promoting business development and expansion in Solano County. SEDCORP assists municipalities and business entities by providing a marketing and educational forum and a clearinghouse for business location inquiries about Solano County. Other useful organizations and programs include the State Trade and Commerce Agency and the Department of Housing and Community Development.

SN-33 SOLANO COUNTY APPEALS PROCESS
(Under development)

In winter 2001-2002, after the fertilizing season is over in the area, Solano County is planning to implement an appeals process for dealing with the concerns over bio solid fertilizers. An appeals process will be established through the County's Administrative Director of Environmental Management. If either party is not satisfied with the outcome, a further appeal may be made to the County Board of Supervisors.

SN-34 AIRPORT/LAND USE COMPATIBILITY PLAN
(Existing)

The *Airport/Land Use Compatibility Plan* sets forth the safety and noise criteria that the Solano County Airport Land Use Commission (ALUC) will use to evaluate land use plans and proposed development in the vicinity of the Rio Vista Airport. The noise evaluation criteria applied to determine airport/land use noise compatibility considers future Community Noise

Equivalent Level (CNEL) contours; these noise contours were calculated based upon aircraft activity forecasts contained in the adopted airport master plan.

The airport/land use safety compatibility criteria is used to minimize risks associated with the operation of aircraft to and from the airport; the intent of these criteria are to minimize risk to people on the ground and in the aircraft, largely through reducing density and maximizing amount of open land within the vicinity of the airport.

SN-35 SITE DESIGN REVIEW *(Ongoing)*

The City will continue its design review of projects to determine ways in which project design may minimize risks to public safety and attenuate significant noise levels. Where noise levels exceed community noise standards for a proposed land use, one or more of the following techniques may be required to reduce the noise to acceptable levels: traffic planning, site planning, architectural layout, construction modifications, landscaped berms and, as a last resort, sound wall barriers. Each of these techniques is described briefly below.

Airport/Land Use Compatibility. The airport/land use safety compatibility criteria will be applied to site design review to ensure compatibility between the airport operations and proposed land uses within the vicinity of the airport. Application of these criteria will help to minimize risk to people on the ground and in the aircraft, largely through reducing density and maximizing the amount of open land within the vicinity of the airport.

Traffic Planning. Roadway design, traffic signalization, and other traffic planning techniques can reduce noise caused by speed or acceleration of vehicles. Limiting truck traffic to certain designated sections of the City can help to maintain acceptable noise levels in residential neighborhoods.

Site Planning. Proper site planning to reduce noise impacts is the first area that should be investigated for a given project. By taking advantage of the natural shape and contours of the site, it is often possible to arrange the buildings and other uses in a manner that will reduce and possibly eliminate noise impacts. Planned unit developments are particularly conducive to site planning techniques. Site planning techniques include:

- Increasing the distance between the noise source and the receiver.
- Placing land uses that are not sensitive to noise, such as parking lots, maintenance facilities, and utility areas, between the noise source and the receiver.
- Using structures that are not sensitive to noise, such as garages, to shield noise-sensitive areas.
- Orienting buildings to shield outdoor spaces from a noise source.

Architectural Layout. In many cases, noise reduction requirements can be met by giving attention to the layout of noise-sensitive spaces. Bedrooms, for example, will be considerably quieter if placed on the side of the house facing away from a freeway. Similarly, balconies

facing a freeway should be avoided. Quiet outdoor spaces can be provided next to a noisy highway by creating a U-shaped development that faces away from the highway. Proper architectural layout often can eliminate the need for costly construction modifications.

Noise Barriers. Noise barriers are commonly used to reduce noise levels from ground transportation and industrial noise sources. Noise barriers serve a dual purpose in that they can reduce the noise level outdoors and indoors. The City will discourage the use of sound walls as noise barriers and they will be considered a last resort for use in reducing noise levels.

To be effective, a noise barrier must be massive enough to prevent significant noise transmission through it and high enough to shield the receiver from the noise source. The minimum acceptable surface weight for a noise barrier is 4 lbs./sq. ft. (equivalent to ¾-inch plywood), and the barrier must be carefully constructed so that there are no cracks or openings. To be effective, a barrier must interrupt the line-of-sight between the noise source and the receiver. As an example of this relationship, consider a flat area with a housing tract next to a road. If there are no diesel trucks on the road, a 7-foot high barrier will reduce the traffic noise by about 8 dBA. If trucks are present, the noise from the trucks will be reduced only by about 4 dBA. Because the stacks of the diesel trucks exceed the height of the barrier, the noise path will not be completely interrupted.

Another important and often overlooked consideration in the design of noise barriers is the phenomenon of "flanking." Flanking is a term used to describe the manner by which a noise barrier's performance is compromised by noise passing around the end of a barrier. Short barriers, regardless of height, provide essentially no reduction in the overall noise level. The effects of flanking can be minimized by bending the wall back from the noise source at the ends of the barrier.

In addition to meeting acoustical requirements, noise barriers must be evaluated for possible maintenance problems, aesthetic and environmental considerations, safety conflicts, and cost.

Construction Modifications. If site planning, architectural layout or noise barriers—or a combination of these measures—do not achieve the required noise reduction for the building in question, modifying the building's construction may be required. Indoor noise levels due to exterior sources are controlled by the noise reduction characteristics of the building shell. The walls, roof, ceilings, doors, windows, and other penetrations determine the structure's overall noise reduction capabilities.

In general, windows and doors are the acoustical weak links in a building. Often, all that is required is sealing the windows on the noisy side of the building and providing an alternate means of ventilating the building. Beyond this measure, thicker windows or double-glazed windows may be required. Doors should not be located on the side of the building facing a noisy source. If doors are oriented to a noisy source, they should be solid-core and equipped with an appropriate acoustical door gasket.

Where more noise reduction is required, the ceiling, roof, or walls may need to be modified to provide the reduction. The extent of modification will depend on the amount of noise reduction required.

The Noise Exposure Contours and the California Noise Insulation Standards. The California Noise Insulation Standards (Title 25 of the California Government Code) for multi-family dwellings require an acoustical report for dwellings proposed in areas where the Ldn exceeds 60 dBA. The purpose of the acoustical report is to demonstrate the manner by which the development will meet the standards for interior noise levels. If noise measurements show that the on-site Ldn exceeds 60 dBA, an acoustical report will be required.

SN-36 **NOISE PERFORMANCE STANDARDS**
(To be adopted as part of this General Plan)

The City shall apply the Noise Performance Standards shown in *Tables 11-1 and 11-2* of the Safety & Noise element to the review of new development of noise-sensitive uses exposed to existing fixed noise sources. These standards will also be used to evaluate the potential impacts of proposed new fixed noise sources in proximity to noise-sensitive land uses. Where a noise sensitive land use is proposed near a fixed noise source such as the PG&E main compressor facility near Vineyard Bluffs, an industrial facility or the airport, noise measurements will be performed to determine whether existing and/or future noise levels from that source will exceed the City's Noise Performance Standards at the property line of the proposed use. Similarly where a fixed noise-producing use such as an industrial facility is proposed near an existing or future noise-sensitive use, a noise analysis will be prepared to ensure that the noise produced by that use will not exceed the Noise Performance Standards at the property line of the noise-sensitive use.

The acoustical analysis shall be the responsibility of the project applicant. The analysis, that is to be prepared by a qualified acoustical consultant, shall include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources; the report shall estimate existing and projected noise levels in terms of Ldn or CNEL and/or the Noise Performance Standards and shall recommend appropriate mitigation to achieve compliance with the goals and policies of the Safety & Noise element.

SN-37 **NOISE LEVEL CONTOUR MAPS**
(To be adopted as part of this General Plan)

To generally evaluate the potential for noise conflicts associated with new developments and projects, the City will refer to the General Plan Noise Level Contour Maps (*refer to Figures 11-3 and 11-4*). The maps show generalized locations of noise contours associated with the various noise sources. The contour maps can be used as a tool to evaluate the potential for exposure of a noise-sensitive land use to noise levels that may exceed the City's noise standards. Because local topography, vegetation, or intervening structures may significantly affect noise exposures at a particular location, the noise contours should be considered generalized and not site-specific.

SN-38 **MAJOR INVESTMENT STUDY AND PROJECT STUDY REPORT EQUIVALENT**
(Existing)

The *Major Investment Study (MIS) and Project Study Report (PSR) Equivalent for State Route 12* (Korve Engineering, 2001) was prepared to identify the physical improvements and

management practices necessary to appropriately serve future travel demand. Current and projected traffic operations along the study corridor (Highway 12 between Interstate 80 and the Rio Vista Bridge) were evaluated through the calculation of levels of service, including four roadway segments and three intersections in the Rio Vista city limits. Future-year projections in this report focused on the near-term traffic levels (2010) rather than the buildout scenario addressed in this General Plan update.

SN-39 ZONING ORDINANCE (SECTION 513) REVIEW AND UPDATE *(Proposed)*

The City will review and update Section 513 of the Zoning Ordinance (Noise Regulation) to ensure compliance with the goals, policies and standards contained in the Safety & Noise element. Particular areas of change will include noise performance standards for gas well operations (i.e., compressors) in residential neighborhoods and mobile or short duration types of noise emissions, or noise generated by added equipment that does not require zoning approval or a building permit. Types of problems covered by such provisions include on-site vehicular operations, such as truck loading and unloading; operation of construction equipment; and amplified music. Such noise abatement provisions generally would be enforced on a complaint basis.

Because it is possible that a gas well site could be located less than 200 feet from a residence (the "clear zone" is a 150-foot radius from the center of the site), Section 513 of the Zoning Ordinance is not adequate. Further, gas well compressors may operate 24 hours per day, on a continual basis. For the purpose of outdoor residential or recreational activities, the sensitivity to constant noise is greater (lower tolerance level) than for individual noise events (such as automobiles and aircraft). Therefore, the City will update the Zoning Ordinance to modify the noise performance standard to 45 dBA (maximum) at the residential property line—this is 10 dB higher than interior levels, which reflects an expectation of some outdoor noise.

These noise standards will be administered as a part of the regular zoning and building permit application process. The applicant will be responsible for ensuring compliance with the standards.

SN-40 HYDROCARBONS ORDINANCE REVIEW AND UPDATE *(Proposed)*

The City's Hydrocarbons Ordinance (Ordinance No. 476 of the Rio Vista Municipal Code) was established to: (1) promote the economic recovery of natural gas in a manner compatible with surrounding land uses; and (2) protect the public health and safety by establishing reasonable limitations, safeguards, and controls on gas exploration, drilling, and production and transportation of natural gas resources.

The ordinance will be reviewed and amended to: (1) reflect the City's 45-dBA (maximum) noise performance standard for gas well operations (i.e., compressors) near residential development; (2) require that muffler systems be installed on compressors operated by internal combustion engines if the sound from the compressor measures 60 dBA or more immediately outside any non-industrial building used for human occupancy and located at a distance of 150 feet or more from the compressor; and (3) ensure the adequacy of standards for noise, location, operations,

and bonding provisions to implement the policies of the updated Rio Vista General Plan. The Hydrocarbons Ordinance provides performance standards to supplement those found in Section 513 of the Zoning Ordinance (Noise Ordinance) as mitigation for noise generated from natural gas pipeline compression.

The Hydrocarbons Ordinance also will be amended to enforce the implementation of adequate mitigation to guarantee public safety. The ordinance shall require that the City receive assurances from the gas companies that all gas well sites, compressor sites, that dehydration units will be checked on a daily basis by operators, and that data for gas operations will be recorded; operators shall be required to be trained to identify potential problems and report any negative findings to the appropriate personnel immediately and to the City, as deemed appropriate, so that proper response can be initiated.

SN-41 **CALIFORNIA VEHICLE CODE**
(Existing)

The City will continue to enforce the California Vehicle Code sections relating to adequate mufflers and modified exhaust systems.

Chapter 12

Public Facilities & Services

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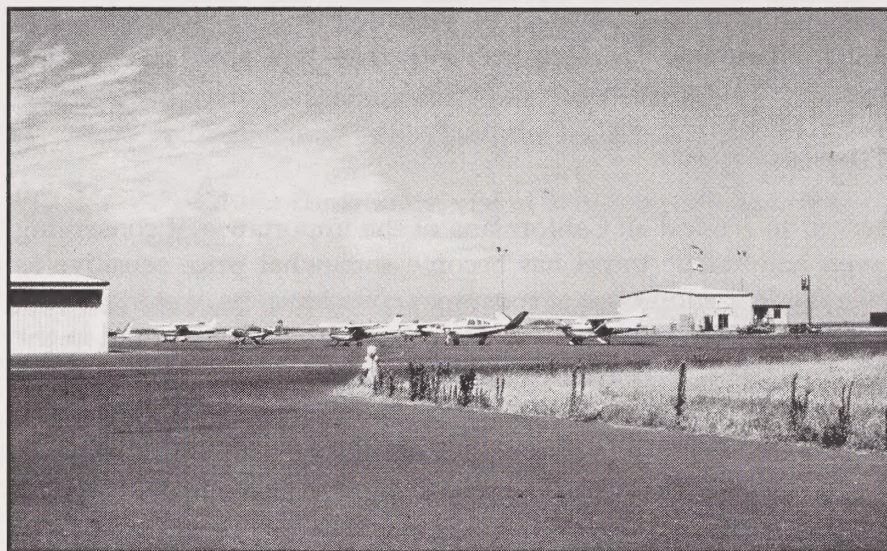
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Chapter 12 Public Facilities & Services

A. Introduction



This element concerns the public infrastructure and facilities that allow for the growth of the community. Operational and programmatic issues are considered, but this chapter is primarily concerned with the provision of capital facilities. Following is a brief description of the facilities that are considered in this element.

CITY CAPITAL FACILITIES

CIVIC AND COMMUNITY FACILITIES

Civic and community facilities include the public buildings that house the various functions and services provided by local government: public safety (police and fire) stations; city offices; community and senior centers; libraries; large recreational structures, such as pools, recreation centers, and theatres; corporation or maintenance facilities; and large capital equipment items with long-term usage, such as fire engines and street maintenance vehicles.

AIRPORT

Rio Vista has had a municipal airport since the 1950s. The airport was relocated to a new facility that opened in 1992. New infrastructure and building sites for businesses have recently been added, so the facility is both a public asset and an economic development opportunity, although it has not yet achieved fiscal self-sufficiency.

WATER SYSTEM

The existing community and future growth depends on the delivery of potable water to homes and businesses and the expansion of that capability as demand increases. The current system

and supply are examined, along with the safeguards and actions necessary to facilitate expansion.

WASTEWATER SYSTEM

Wastewater treatment and collection capacity also must be provided in order to continue to support the community and its expansion. The City currently has two small wastewater treatment plants; another plant is needed if growth is to continue.

WATER AND ENERGY CONSERVATION

The recent energy crisis has served to remind all Californians of the importance of conserving electricity and heating fuel; even automobile travel has become somewhat price sensitive as gasoline prices have risen. While not in the forefront of consumer consciousness, water may yet become the scarcest commodity, both in the short term due to recent drought years and in the long term due to the growing imbalance of statewide storage capacity in the face of rapid statewide growth rates. This element addresses water and energy conservation. Energy conservation also is considered in the Resource Conservation & Management and Housing elements.

FACILITIES SUPPLIED BY OTHER PUBLIC AGENCIES

SCHOOLS

The discussion of schools includes not only classroom buildings but also fields, offices, libraries, and support facilities. Issues include the size of facilities in proportion to the size of the community; potential joint use and funding of commonly used facilities such as athletic fields and libraries; and funding of adequate facilities to accommodate the growth of the community.

FACILITIES SUPPLIED BY THE PRIVATE SECTOR

ELECTRIC, GAS, AND COMMUNICATION UTILITIES

The past year has made all residents acutely aware of the importance of energy utilities, particularly electrical and natural gas distribution systems. Growing in importance for both daily living and commercial/industrial business activity are telecommunications delivery systems and capacity. Cable television, wireless communication, telephone systems, and internet connection systems are almost as critical as the basic power utilities. Ensuring that the community has access to rapidly changing technology as well as adequate supplies of energy is the central issue here.

SOLID WASTE DISPOSAL

The City contracts with a private waste disposal company to provide solid waste disposal service for residents and businesses. A hazardous waste collection facility recently has been constructed. The City is in the process of closing its former landfill site on Airport Road; no active landfill site exists within the city limits. The City's responsibility for recycling and source reduction measures are addressed in the Resource Conservation & Management element.

B. Purpose and Authority

The purposes of the Public Facilities & Services element are to:

- Identify the facility and service needs of the City, for existing conditions and for conditions at buildout of the General Plan;
- Identify performance standards and other means to ensure that desired service levels are maintained throughout the buildout process; and
- Fulfill the community vision stated by the Rio Vista Principles that concern these issues.

Both this element and the Economic Development element are considered optional under Government Code Section 65302 (the General Plan statutes). This code section states, "The General Plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city." This element most closely relates to the Land Use, Housing, and Economic Development elements, as public facilities allow population and economic growth to occur.

C. The Rio Vista Principles: Implementing the Community Vision

The community vision and planning principles that most directly relate to the Public Facilities & Services element are listed below.

PROVIDE ADEQUATE AND ACCESSIBLE PUBLIC SERVICES AND FACILITIES TO ALL RIO VISTANS IN A FISCALLY SOUND AND RESPONSIBLE MANNER

- ❑ *Growth should pay for itself. New development should ensure that sufficient public services are provided without additional burden to existing residents or over-extending current capacity.*
- ❑ *Rio Vista should continue its tradition of cooperation with private nonprofit agencies and other public agencies, to provide essential services for youth, seniors, the economically disadvantaged and those in crisis.*
- ❑ *Adequate public facilities – sewer, water, transportation, public safety, parks, recreation, education and others – should be in place or assured in a timely fashion before new development projects proceed.*
- ❑ *The Rio Vista Airport is a vital public facility and economic resource; new residential development must take steps to ensure that its viability is not threatened.*

D. Setting

The "Setting" section describes the existing public facilities and services in Rio Vista and the City's current needs. *Figure 12-1* shows the locations of existing and proposed community facilities and schools.

CITY CAPITAL FACILITIES

CIVIC AND COMMUNITY FACILITIES

CITY HALL

The current facility is located at the end of Main Street, adjacent to the Sacramento riverfront. The building was constructed in the 1950s and expanded in the 1960s, when a municipal courtroom and support offices were added. The municipal court facility ceased to operate in the 1980s, and the entire structure now serves as both City Hall and Police Station. The total size of the single-story building is about 7,000 square feet (sq. ft.). The former courtroom is now the City Council chamber. Recent and planned growth in both administrative departments and the Police Department have resulted in a shortage of needed space for both functions.

Current space needs are estimated at 4,000 sq. ft. for the Police Department and 5,000–6,000 sq. ft. for the remainder of the administrative offices. A proposal is under consideration that would move the Police Department to temporary facilities and renovate the building. This action would provide adequate administrative space for about 5–10 years.

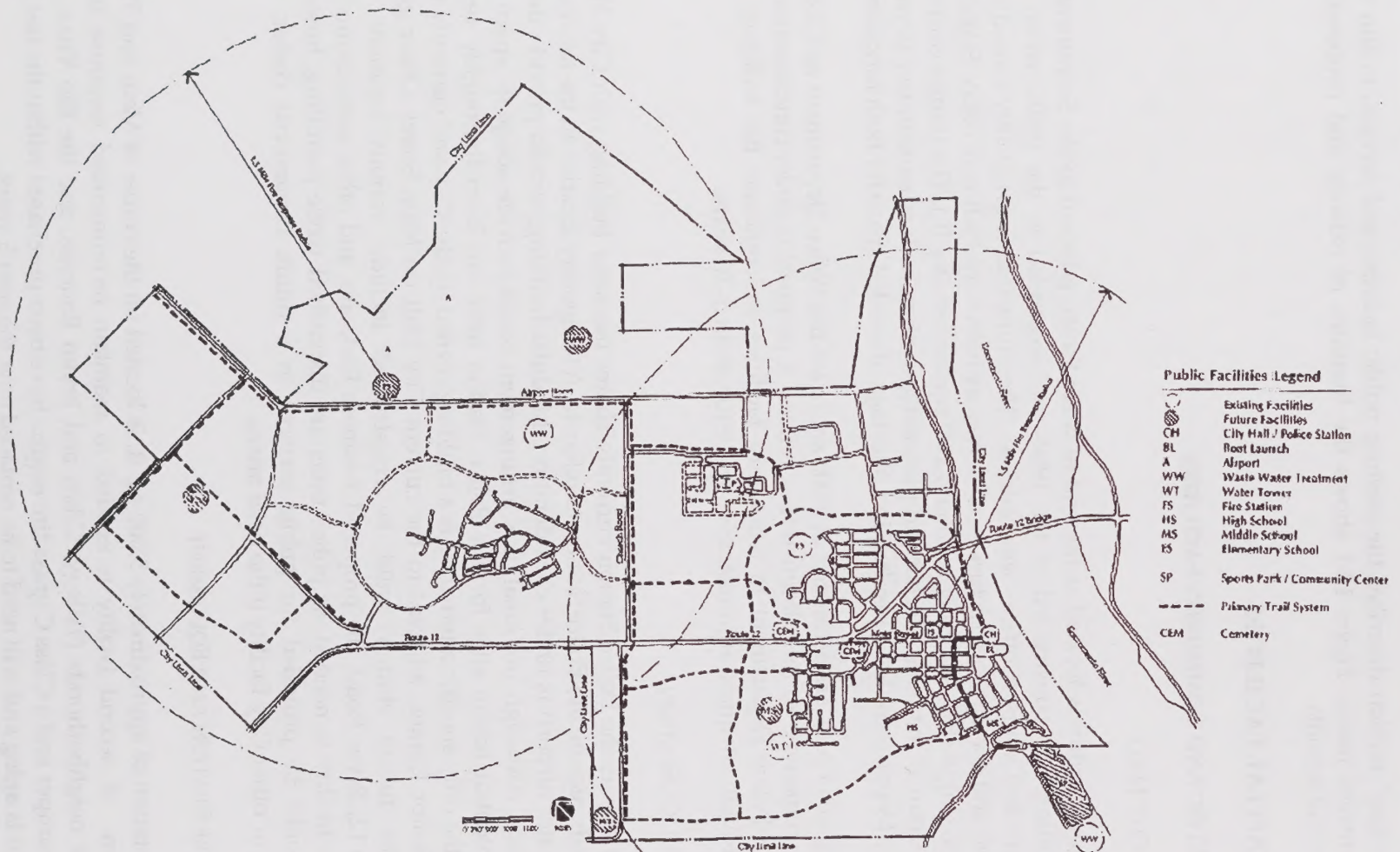
POLICE STATION

As noted above, the Police Station currently shares the same building with City Hall. Current space needs require the Police Station to relocate. A temporary location in the Rio Vista Business Park (former airport) is under consideration. Modular buildings would provide the temporary office space. Although not ideal, this arrangement could provide adequate space for up to 5 years. Potential future sites for the Police Station have not been thoroughly researched; at present, the only specific alternative is a building owned by the City and currently used in part for the Senior Center, adjacent to the current City Hall on Main Street. Other general areas where the future station could be constructed include various locations downtown, Highway 12, River Road, the proposed Business Park site, and other undetermined locations. Only one facility is needed, as police units are dispatched while patrolling; however, a sub-station could be provided for public services in a future commercial center, community building, or other City facility if the need arises.

FIRE STATION AND EQUIPMENT

One fire station of approximately 5,000 sq. ft. is located on the corner of Main and Third Streets downtown. A second facility is needed to maintain recommended response times to the northwest neighborhoods (Trilogy, Gibbs and Brann Ranches, and the Rio Vista Airport). A Class A pumper and a Class C grass fire engine have been purchased within the last year. Other equipment is aging and will need to be replaced over the next 5 years.

**Figure 12-1
EXISTING AND PROPOSED COMMUNITY FACILITIES AND SCHOOLS**



Rio Vista General Plan 2001

SENIOR CENTER

Approximately 2,000 sq. ft. of the building located adjacent to City Hall on Main Street is used as a Senior Center, administered and funded by a nonprofit organization, "Citizens for Seniors." The facility contains a meeting/dining room and kitchen. Citizens for Seniors provides lunch programs, recreational activities, and other services for Rio Vista seniors – particularly for those on low or limited incomes. For the most part, residents of Trilogy do not participate, as the Trilogy homeowner's association provides a recreation center and community and recreation services for its residents. The current citywide facility is in need of expansion and renovation.

RECREATION CENTER

Rio Vista currently provides for youth recreation programs in a building located on Sacramento Street downtown, known as the "Youth Center." Constructed prior to 1940, the building was donated by the Lions Club in the 1970s. The facility is approximately 6,000 sq. ft. and is in need of extensive repairs and upgrades to be fully functional. It consists primarily of a large meeting or sports room, a stage, and a kitchen. The kitchen also needs repairs and new equipment. Parking is limited. Some community meetings and events take place in the building.

PUBLIC WORKS MAINTENANCE/CORPORATION YARD

A maintenance facility for the Public Works Department is located on the west side of St. Francis Road, adjacent to the County Corporation Yard, near the Business Park. The property is 5 acres and contains a garage/vehicle repair building, office, and crew quarters. A modular building serves as the Public Works Director's office. The facility will need to be expanded or replaced sometime during the planning period of the General Plan. No programming or estimation of future size needs has been done and it is not known for how long the current facility will be adequate.

CITY SWIMMING POOL

The City owns and maintains a public swimming pool in Bruning Park. The pool has five lanes for competitive swimming and is used by Rio Vista High School, local youth swim clubs, and the public at large. The pool is open seasonally from March to May for high school swim team use and from May to late August for swim club and public use. The pool was built in 1951 and will need to be replaced and expanded in the future.

OTHER PUBLIC AGENCIES

Veterans Memorial Building. Solano County operates a meeting hall facility used by various groups, primarily for veterans' activities. The building is available for rental and use by the public.

Solano County Library. Solano County operates the library system, which includes a facility in Rio Vista (see discussion below).

RIO VISTA AIRPORT

The Rio Vista Airport is located north of Airport Road and west of Church Road. The facility has two runways, one 4,200 feet and the other 2,200 feet, as well as a helipad. The facility is now 10 years old. Recent upgrades include water, sewer, and additional utility improvements; an improved 12-acre business park; and a new office/administration building. Several "fixed base operators" (FBOs) are located onsite, including a mechanic. The City operates a fuel concession at the site, as well as hangars of various sizes for rent. Approximately 50 aircraft are located at the site. The new office building and one hangar building recently were occupied by a private company not related to airport operations. The 12-acre business park can accommodate up to 100,000 sq. ft. of building development sites or pads. The future Fire Station No. 2 will be located here.

WATER SYSTEM

Figure 12-2 shows the existing water delivery system. The City's municipal water system consists of a series of wells tapping into a deep aquifer. Treatment of the well water occurs at the well head, primarily through the addition of hypochlorite (by a direct injection system). Due to the purity of the deep aquifer source, there is no central treatment facility. Water is distributed by a series of pumps and underground pipes, and is collected in a 2-million-gallon central storage tank located behind Esperson Court—at the southwest corner of the existing community (see Figure 12-2).

The storage tank was built in 1965. There are 12 wells. The age of the wells and distribution lines ranges from many decades (the oldest facilities that serve the downtown and historic neighborhoods) to less than 10 years (the Trilogy development).

Existing data from the California Department of Water Resources were cited in the environmental impact reports for the 1991 annexations. Although general, the State data indicate that capacity is adequate for some time to come. The aquifer is the subject of a more specific and comprehensive study by the City Engineer to determine its size and capacity for future growth.

Supplemental water sources include the Sacramento River and the North Bay Aqueduct (NBA). An agreement with the Solano Water Authority, which controls the North Bay aqueduct water in Solano County, allows for access to that source. Due to the distance from Rio Vista to the NBA facility, however, it is more likely that the City would "trade" its rights to the NBA source for additional Sacramento River water, if needed. The Sacramento River may be tapped into only for emergency purposes (fire fighting). If river water were to be used for potable water, a water treatment plant would need to be built.

The City's current needs are related more to delivery than capacity. Presently, most of the newer, higher capacity wells are located on the north side of Highway 12. Only one 8-inch line crosses Highway 12 at Gardiner Way, creating potential reliability problems in emergencies. A 10-inch line is anticipated to cross the highway at Drouin Drive, which would be constructed by private development on the north side of the highway. This line would create a much-needed loop that would provide better access from the southside storage tank to the northside wells. Future growth needs are discussed in the "Outlook" section.

WASTEWATER SYSTEM

Like the water system, the existing collection system for wastewater varies from less than 10 years in newer developments to more than 100 years old in some of the historic neighborhoods. A series of gravity-fed and pressurized lines and lift stations connect to two plants: the main plant, located next to the river on Beach Drive, south of the city limits and east of Montezuma Hills Road; and the Trilogy plant, a small facility (200,000 gallons per day capacity) located on the Trilogy property. Although the Trilogy plant is on private property, the City owns and operates the plant.

The Beach Drive plant is currently in the final stages of an upgrade to approximately 0.65 million gallons per day (mgd) capacity and is operating at about 90 percent of that capacity. Between 0.05- and 0.1-mgd capacity remains for the Business Park; commercial construction on Highway 12 and downtown; and the Vineyard Bluffs Project, 50 homes currently under construction. Actual capability to connect homes, assuming 300 gallons per day as a household demand, ranges from 150 to 300 homes. Removing a margin for error of half and assuming some need for commercial purposes, less than 100 residential units' equivalent of capacity remains.

The Trilogy plant is currently at about one-third of its capacity, with an additional 600-800 residential units' equivalent capacity remaining, at the rate of current use. (This assumes that the Trilogy development continues as a seniors-only project and only senior households are connected in the future.) Some additional capacity also will be taken up by the new clubhouse/recreation center currently under construction.

Figure 12-3 shows the existing wastewater collection system and Beach Drive plant. The City is planning a new plant east of the airport and north of Airport Road. The City recently completed an engineering programming study and is funding a financing study. Environmental review has begun; design is expected to begin by the end of 2001, with construction in 2003. The goal is to bring the new plant on line before the Trilogy plant running out of capacity. As design progresses, the City will apply to the Regional Water Quality Control Board for a National Pollutant Discharge Elimination System permit.

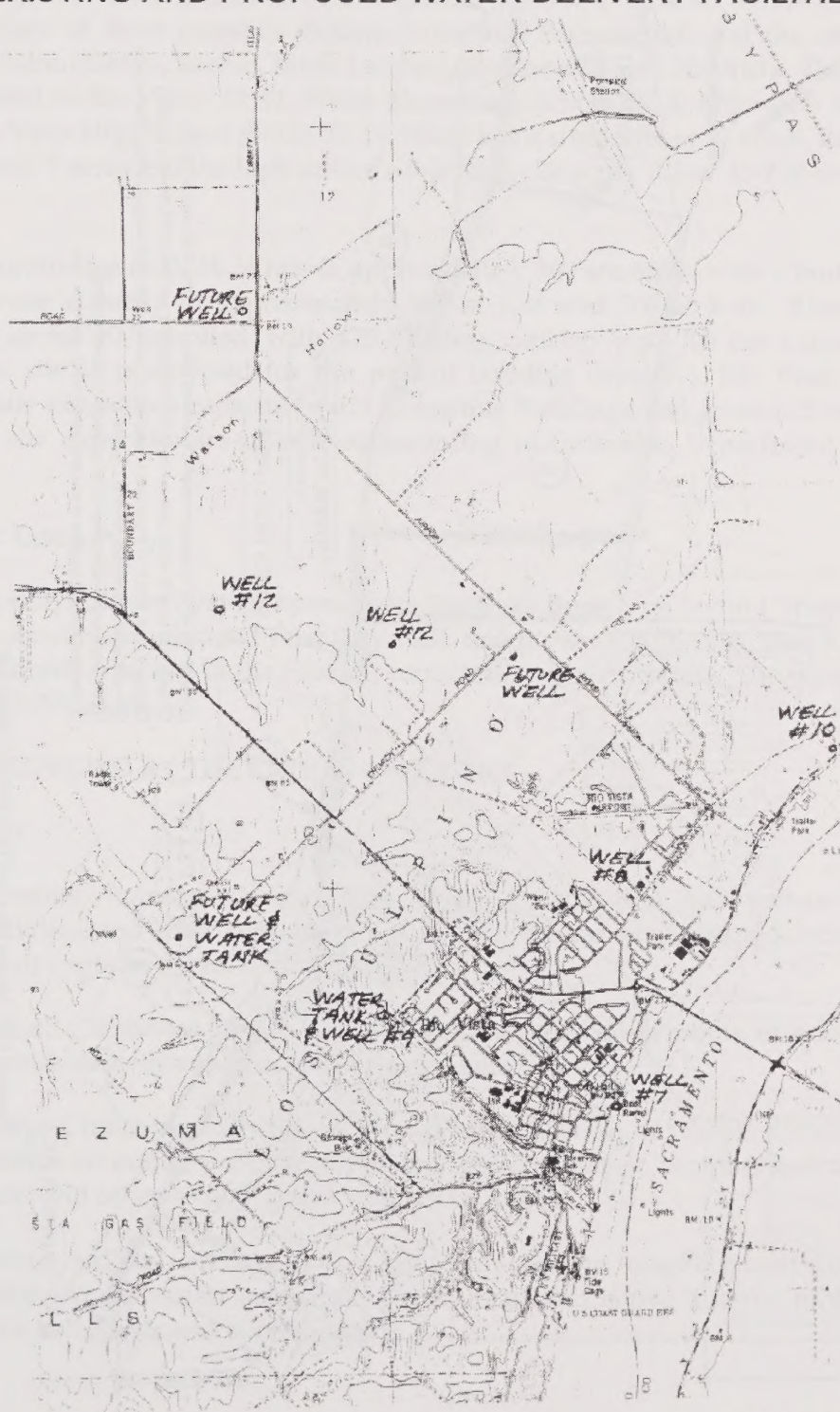
WATER AND ENERGY CONSERVATION

The water system is discussed above; it is presently thought, pursuant to existing State data, that the aquifer used by Rio Vista has capacity for future growth. The City Engineer's study will confirm or refute this and provide much more specific and useful information for planning. Public awareness and concern about energy supplies in the state have increased over the past year. PG&E provides electricity and natural gas to Rio Vista; no power plant is located near the city.

Like many cities in the Central Valley of California, Rio Vista has not metered residential water use in the past. Water rates for residential customers are a flat rate, regardless of use. It is estimated that significant water conservation could be achieved by instituting metering and a usage-based rate system. Meters are being installed in all new subdivisions, although they are not now being read.

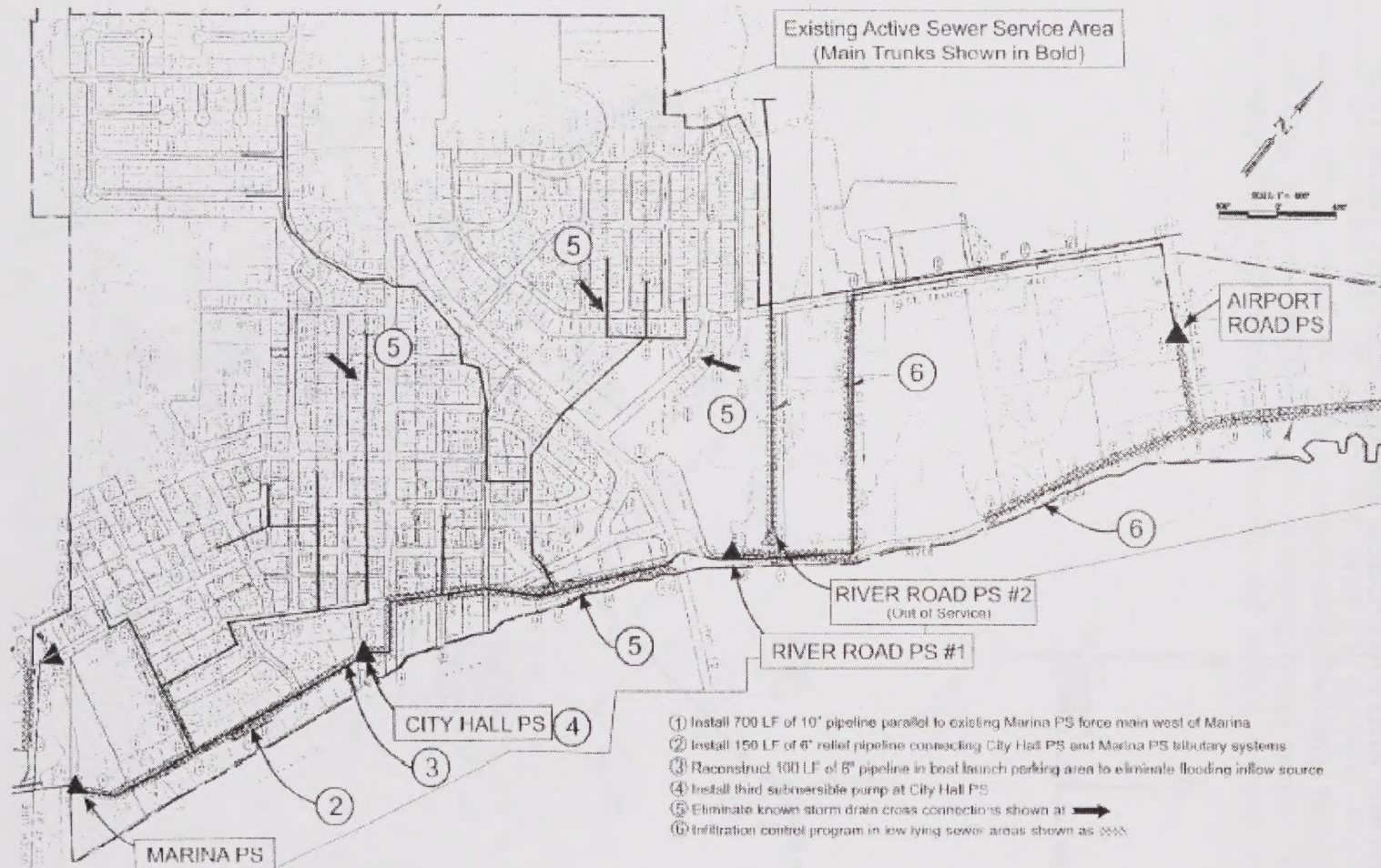
The City of Rio Vista has discussed the eventuality of power blackouts affecting energy supply and has incorporated measures into its emergency response planning. Conservation in general can reduce energy demand statewide between 5 and 20 percent, depending on which source is quoted. Any energy saved due to conservation will free up capacity and reduce the immediate need for new power plants, although conservation alone will not solve the problem. The City presently employs energy conservation measures in its public buildings through the use of light timers, reduction in the hours of lighting, and conducting energy audits. The City plans to incorporate energy-efficient windows and heating and cooling systems in City Hall and elsewhere.

**Figure 12-2
EXISTING AND PROPOSED WATER DELIVERY FACILITIES**



Rio Vista General Plan 2001

**Figure 12-3
EXISTING WASTEWATER SYSTEM**



Source: 1997 Master Plan by ECOLOGIC Engineering

Rio Vista General Plan 2001

FACILITIES SUPPLIED BY OTHER PUBLIC AGENCIES

SCHOOLS

Rio Vista is in the River Delta Unified School District (RDUSD). RDUSD covers a large area that includes portions of three counties (Solano, Yolo, and Sacramento) and the communities of Clarksburg, Walnut Grove, Isleton, Birds Landing/Collinsville, and Rio Vista. Three schools are currently located in Rio Vista: D. H. White Elementary School (K-4; Riverview Middle School (5-8); and Rio Vista High School (9-12). D. H. White has a site of about 11 acres; Riverview's site is approximately 7 acres and the high school site is about 26 acres. *Figure 12-1* shows the existing school sites.

The current enrollment at D. H. White is approximately 300 students, with a building capacity of 450 and a site capacity of approximately 500 at K-4 and 700 at K-6. Riverview School currently has about 400 enrolled, with 425 building capacity and 300 site capacity (by State standards this site is undersized for the present building capacity). Rio Vista High School currently enrolls 450, with a capacity of 621 in existing buildings and about 625 on the site. All building and site capacities are calculated according to California Department of Education standards.

PUBLIC LIBRARY

The Solano County Library System operates its Rio Vista Branch on Second Street, downtown. The library is conveniently located near City Hall, downtown commercial, and the majority of Rio Vista's residents who live in the existing community neighborhoods. The existing facility is approximately 5,370 sq. ft.

FACILITIES SUPPLIED BY THE PRIVATE SECTOR

TRILOGY

The Trilogy senior housing development under construction has private clubhouses, recreational facilities, and small private park sites available for use by its residents and guests. The development contains the following facilities:

- A Small Clubhouse (about 7,000 sq. ft.) contains meeting rooms, exercise equipment, an outdoor swimming pool, and tennis courts.
- A large Clubhouse/recreation center (about 27,000 sq. ft.) that is under construction contains an indoor pool; large exercise rooms; facilities, banquet, and meeting halls; tennis and other racquet courts; and social rooms.
- Various smaller private park sites (equivalent to neighborhood parks) contain walking paths, water amenities, picnic areas, and active/passive facilities such as bocce ball courts and horseshoe pits.

RIO VISTA GOLF CLUB

Located at Trilogy, the Rio Vista Golf Club is a privately operated 18-hole golf course that is open to the public. The facility includes a clubhouse and restaurant and pro shop.

UTILITIES

ELECTRICITY AND NATURAL GAS

Electricity and natural gas in Rio Vista are provided by PG&E. While natural gas coverage is good in all residential neighborhoods, much of the industrial and commercial areas from River Road to the airport do not yet have natural gas service. Propane is used in these areas. There are no plans to build any new power plants or transmission facilities in Rio Vista; however, some discussion has been held regarding small “peaker” plants or the possibility of a bio-fuels plant that could supply Rio Vista’s needs independently of the larger utility companies. (*See Chapter 10 for reference to bio-fuels.*) A new wind farm (wind-powered energy generation) of up to 60 megawatts (MW) has been proposed for a site in the Montezuma Hills about 10 miles southwest of Rio Vista.

TELEPHONE SERVICE

Citizens Communications provides local telephone service to Rio Vista and several other Delta communities between Rio Vista and Elk Grove, near Sacramento. Because Rio Vista is not a large service area, access to newer technology lags behind service in some other Solano County communities. New technologies, such as wireless internet and telephone service, may provide additional alternatives.

CABLE TELEVISION AND INTERNET SERVICES

Cable television and internet services are provided by two national companies: AT&T and Charter Communications. AT&T serves the pre-1990 neighborhoods and downtown; Charter Communications serves Trilogy. That the two cable services are not linked is becoming an increasing problem with the continuing buildout of Trilogy. Trilogy residents do not have access to important community event coverage, such as City Council meetings.

In addition to AT&T and other nationwide providers, several local internet providers are in the area.

SOLID WASTE

Solid waste disposal services are provided by Rio Vista Sanitation Service (RVSS) to Rio Vista residents and businesses. The City does not have an active landfill; a former landfill is currently being closed, with construction underway. Solid waste is presently transported to the Potrero Hills Landfill (PHLF) in Contra Costa County. A household hazardous waste collection facility is located at the City corporation yard, with transport and disposal provided by outside agencies and private carriers.

CURRENT FINANCIAL MECHANISMS

DEVELOPMENT IMPACT FEES

The City has adopted a fee schedule that is intended to fund the capital facilities necessary to serve future growth. Pursuant to State Government Code Section 66000, et seq., as amended, these fees have been evaluated and applied through development agreements and ordinance. The latest revisions have occurred through the development agreement adoption and amendment process; because little growth is occurring outside properties subject to these agreements, the citywide fee structure has not been updated recently.

Table 12-1 shows the City's current fee structure for a three-bedroom, single-family home in various development agreement areas and citywide, as adopted by ordinance.

TABLE 12-1 City Development Fees by Ordinance and Development Agreement			
Fee	Citywide Ordinance	Brann Ranch Development Agreement	Marks and Gibbs Ranches Development Agreements
Water connection	\$5,255	\$3,700	Developer provides facilities in lieu of fee
Sewer plant and connection	\$7,400	\$5,200	Developer provides facilities in lieu of fee
Municipal facilities	\$1,143	\$3,160	\$2,300 Senior \$3,160 Family
Parks	\$437	\$1,057	\$760 Senior \$3,240 Family
Roadways	N/A	\$6,360	\$4,200 Senior \$6,360 Family

Other public agencies that collect development impact fees in Rio Vista include the RDUSD and Solano County. The County's fee is similar in purpose to the City's municipal facilities fee, providing for administrative buildings, courts, jails, and libraries. The RDUSD charges a fee that pays for the new schools and facilities required to house the students generated by growth. The fee also pays for administrative and service facilities, such as offices and transportation. The County's fee is now set at \$2,395/single-family home in Rio Vista. State law and specific agreements with individual developers set the school fee; the fee is currently \$3.20/sq. ft. of residential building area and \$0.30/sq. ft. for commercial uses.

OPERATION AND MAINTENANCE

Providing the initial capital facility is only the beginning. Capital costs are a one-time expenditure that is suited to financing from a one-time revenue source, such as development fees that are paid only when permits are issued for new construction. Operation and maintenance costs are ongoing for the life of the facility or service and must be funded by an ongoing, reliable revenue source. Typically, those sources are general fund tax revenues or user fees paid by those receiving the service, such as water and sewer rates and assessments.

The City has had difficulty keeping up with recommended maintenance schedules and service levels due to fiscal problems dating to the mid-1980s. City buildings, parks, streets, and other assets have been maintained to at least minimal standards; but some maintenance has been deferred. Modernization of existing facilities or upgrades to current standards must be paid for by revenues raised from the existing population. Development impact fees can be used only for new capital needs directly related to growth. For future needs, it is crucial to ensure that not only can capital be raised to build the facility but also that operations and maintenance revenues are in place by the time the facilities are complete. Likewise, the RDUSD and other public agencies such as the County often face restricted budgets and deferred maintenance issues.

In 1990, prior to the annexations, a conceptual-level fiscal impact study was conducted for anticipated growth. At that time, the Marks Ranch (Trilogy) was not yet designated as a development restricted to seniors, with private streets. The report considered police and fire service needs, and administrative and public works maintenance and service costs. Park maintenance and most capital facilities were not considered, but equipment and some building expansions were included. The report concluded that the City could generate sufficient revenues for the costs of operating and maintaining the additional facilities and provide the services necessary to accommodate the projected growth at buildout, under 1990s land use assumptions, *provided* that an ongoing tax assessment on all new and existing homes and business properties be enacted to support the additional needs of the Fire Department. New annual revenues would be needed beyond the City's existing sources and those reasonably anticipated to be generated by the new growth at buildout. In other words, new growth would fall short of paying for itself unless the additional revenues were created.

E. Outlook

CITY CAPITAL FACILITIES

CIVIC AND COMMUNITY FACILITIES

CITY HALL AND POLICE STATION

The additional staffing and space needs created by the anticipated buildout population in 2020 can be estimated by using average standards for other cities similar in size to that of Rio Vista at buildout. Rio Vista's current City Hall and Police Station is about 7,000 sq. ft. The Police Department estimates a current need for about 4,000 sq. ft. to suffice for 5-10 years. The current City Hall structure, with the removal of the Police Department, has sufficient floor area to accommodate Council Chambers and administrative offices for the same period of time. After that, a new facility will need to be built to serve the City's needs to 2020.

No site for the ultimate facility has been chosen; that will be the subject of community discussion in coming months. However, there is consensus that the facility needs to be in the Downtown, perhaps on or adjacent to the existing site or on another site in the immediate area. The clustering of other related facilities, such as the library, recreation/community center, senior center, and police station, has advantages of proximity and convenience but is not essential. A master plan for a civic center site or sites in downtown needs to be created in the near future. Current expectations for 2020 space needs are for up to 20,000 sq. ft. for City Hall and about 8,000 sq. ft. for the Police Station.

Unlike fire stations, police are on patrol in the neighborhoods and are dispatched from a central location; multiple facilities are not necessary, but substations may be desired for specific neighborhoods. This element assumes that one central station is required; any desired substation will be housed in a joint use facility, such as a community center or fire station. Equipment needs are considered as an operations cost, since police vehicles typically are rotated out after about 2 years due to severe wear and excessive mileage.

FIRE STATION AND EQUIPMENT

A station programming study recommends that a second facility be located adjacent to Airport Road near Liberty Island Road. The new facility is projected to be about 6,000 sq. ft. and will contain training rooms, sleeping quarters, and various equipment.

AIRPORT

The City's airport represents both a valuable public facility asset and an economic development opportunity. (*The Economic Development element contains a discussion of the economic development potential and policies specific to the airport.*) The facility is expected to continue to serve an increased number of aircraft. Services for aircraft and pilots will need to increase to keep up with the demand for use. Additional services, such as repair and maintenance, car rental, wash facilities and the like, will need to be added. The airport's Master Plan is now 14 years old and needs to be updated, with an eye toward operational services. An FAA grant has been received

for this purpose; the Master Plan update is expected to be completed within the 2001-02 fiscal year.

WATER SYSTEM

The projected population increases will require a reliable source for additional water. The aquifer study will determine the capability of the existing well system to continue to expand in order to meet anticipated demand. As discussed in the "Setting" section, there is reason to believe that the aquifer is adequate; if this turns out to be a false assumption, new sources will be sought. The NBA and Sacramento River offer limited sources to cover shortfalls in groundwater supply. If a shortage is significant, new agreements must be negotiated with water agencies before the aquifer is seriously affected. The delivery system will be improved as new development takes place. *Figure 12-2* shows the proposed water delivery facilities.

WASTEWATER SYSTEM

The current population is served by the existing Beach Drive plant and Trilogy plant (*see Setting discussion*). Anticipated population growth will require the new Northwest Waste Water Treatment Plant (NWWTP) to be constructed soon. This new plant will be constructed in phases; the first phase likely will have a capacity of 1.0 mgd, approximately half of the projected 2020 population demand for this plant. A second phase is currently proposed to be constructed after 2010 that likely will be the same size as the first phase, with a total planned capacity at buildout of 2.0 mgd. Other phasing options may be considered if shown to be cost effective. The first phase of the plant is expected to be completed in 2003.

Figure 12-4 shows all of the City's wastewater service area and proposed facilities, including the proposed NWWTP and distribution system.

WATER CONSERVATION

It is anticipated that, at some point in the future, meters will be used for billing water. How important conservation is to maintaining the City's water supply will be better known when the City Engineer's aquifer study is complete. However, conservation measures, as discussed in more detail in the Resource Conservation & Management element, should be implemented to better use natural resources in general, regardless of the impact on the City's particular needs.

FACILITIES SUPPLIED BY OTHER PUBLIC AGENCIES

SCHOOLS

The *River Delta Unified School District (RDUSD) Facilities Master Plan* (RDUSD, 2000) projects the need for two new elementary school sites and one conversion to serve the projected Rio Vista population, provided Trilogy continues to build out in the senior community concept. If Trilogy were to convert a large portion of its site to family housing, at least one additional elementary school would be needed. Some 1,940 K-8 students and 979 students in grades 9-12 are estimated to attend Rio Vista schools by the 2020 planning horizon.

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The *River Delta Unified School District (RDUSD) Facilities Master Plan* recommends constructing two new elementary schools for a total of three, to house the projected 1,527 K-6 students, or about 500 per school. Riverview would be converted from an elementary/middle school to grades 7-8 only, with a projected enrollment of 413 students. Recently, the RDUSD has considered revising the plans to house the K-5 grades at one new elementary and convert Riverview from middle to K-5 elementary grades. The second new school would be a "full" middle school, housing grades 6-8. The revised plan still would result in a total of three elementary K-5 schools to house a projected enrollment of 1,317, or about 440 students per school, and one middle school housing about 625 students. While the middle school would be almost 50 percent larger due to the addition of sixth graders, the elementary schools would be about 15 percent smaller. The number of sites should be increased after a particular size is reached, rather than further increases to the size of facilities. The guidelines are shown in *Table 12-2*.

Table 12-2
SCHOOL STANDARDS

Elementary schools should contain
no more than 500 students.
Middle schools should contain
no more than 600 students.
High schools should contain
no more than 1,000 students.

Note: These guidelines are consistent with current estimates of capacity by the *River Delta Unified School District Facilities Master Plan*.

Future school sites are shown in *Figure 12-1*. The new elementary school would be located on either the Brann or Gibbs Ranch sites and would serve both of those neighborhoods. The new middle school is anticipated to be located on the Esperson site, near the existing neighborhoods off Drouin Drive, west of Drouin Park. The new middle school would need to be approximately 12-20 acres, depending on whether formal track and football fields are added and reduced class sizes are mandated. The high school would need to add approximately 20 acres to the site in order to meet State requirements for the projected enrollment.

LIBRARY

The *Solano County Library Facilities Master Plan* (County of Solano, 2001) projects a need for an additional 11,500 sq. ft. as an addition to the existing facility, a new facility on another site, or a second facility—either co-located with a RDUSD facility or another City facility, or standing alone. Consistent with the policies of the Land Use and Economic Development elements, the City would prefer the new facility to be developed as one of the following options:

- Add on to the existing facility in its current location.
- Construct a new facility of 16,000+ sq. ft. at another site downtown, possibly in conjunction with a future City Hall/civic center campus.
- Add on to the existing facility or construct a new facility but not to the entire need, with a smaller branch facility constructed in one of the Neighborhood Core District sites or possibly in conjunction with a future school facility. The total of the two

branches would be the needed 16,000+ sq. ft., and the main branch would be located downtown.

- The current County policy provides operation, maintenance, equipment, and inventory (books and materials), and the city where the library facility is located provides the building space. Cities own or arrange for space to accommodate the library facility; this presumes a partnership in funding the building. A number of mechanisms are possible, ranging from one entity's providing the entire building fund to joint efforts in securing grants or other public funds between a variety of agencies, including the county, library, school district, city, and nonprofit organizations.

FACILITIES SUPPLIED BY THE PRIVATE SECTOR

UTILITIES

ELECTRICITY AND NATURAL GAS

Californians have become more energy conscious since the energy crisis in 1972. The advent of deregulation, rapidly escalating cost of energy, and ever-decreasing availability of fuel sources have prompted government agencies to conserve energy and look for alternatives to the use of non-renewable resources. Strategies used by the State and local communities include improving the efficiency of transportation systems, replacing fixtures that use a lot of energy with newer and more efficient equipment, and promoting recycling. These strategies also are discussed in the Resource Conservation & Management element and other sections of this element.

Communities throughout the State presently are experiencing rolling blackouts as a result of the imbalance at certain times between the supply of and demand for electricity. The Independent Systems Operator (ISO), which serves as a power brokerage, operates the State's electricity power grid and tells the distributors of electricity they need to shed some load (blackout certain areas to reduce the demand or "load" on the system) when there is not enough available power to supply the entire State's demand. This is when "rolling blackouts" occur.

As electricity demand continues to outstrip the available supply in California, Rio Vistas need to change the way they use and manage these limited power resources. Reports from the ISO indicate that statewide energy conservation is significantly reducing the demand. Until additional or alternative power generation sources come online, energy conservation will become increasingly important to the community.

There is a potential for using bio-fuels or bio-solids (organic material such as discarded agricultural products [e.g., corn stalks and wheat grasses]) from the Delta to power a generating plant in the vicinity (*also refer to the Resources Conservation & Management element*). Current Rio Vista demands are about 4-5 MW; future demand will grow to about 20 MW at today's energy usage rates. If feasible, a biofuel plant might provide a large portion of Rio Vista's demand or perhaps even excess capacity. Various solid wastes might also be used for co-generation. As a rule of thumb, electrical service requires 1 MW per 1,000 population. The 5- to 10-MW bio-fuels

plant mentioned above or a typical small “peaker” plant (50–60 MW) could supply all or at least a major portion of Rio Vista’s projected 20+–MW demand in 2020.

Natural gas is available from PG&E. Although numerous gas wells exist in and around Rio Vista, local end-use supply is distributed from main lines not controlled locally. If the supply of natural gas becomes limited and subject to interruption like electricity, the need may arise to consider similar conservation measures and local production facilities in addition to those being discussed for electrical power.

TELEPHONE SERVICE

Increasingly, access to current high-speed communication services is becoming essential in all business sectors, not just technology. To date, the existing provider has not been able or willing to provide services that use the most recent technologies, which urban areas have become accustomed to having available (e.g., digital subscriber line [DSL], broadband, and fiber-optic capabilities). The City may need to explore alternatives in order to attract new businesses.

CABLE TELEVISION AND INTERNET SERVICES

Although the cable television and internet service systems are currently adequate, there are growing concerns about the ability to serve emerging needs, particularly in the telecommunications area. The existence of two cable television companies is problematic in that the Trilogy project is cut off from public access TV events; other future projects in the northwest area (Gibbs and Brann Ranches) may have problems gaining access if the situation continues. So far, AT&T has been unwilling to extend service to these areas and may not be interested as long as Charter Communications continues to serve the large Trilogy population. Citizens Communications telephone service is adequate for basic telephone service but lags behind providers in other parts of Solano County in availability of latest technologies, such as DSL internet connection capability. This may make cable television all the more important since high-speed internet cable connections also are being provided by the cable television companies.

SOLID WASTE

The City will continue to contract for solid waste disposal with private service providers. Key issues with future franchise agreements include recycling, hazardous waste disposal, service frequency, and community benefit (free dump days, household hazardous waste collection events, and green waste removal).

Future development as proposed with this General Plan would not affect Rio Vista Sanitation Service’s (RVSS) ability to provide solid waste service to the City of Rio Vista. RVSS and its affiliated solid waste collection, transfer, and recycling companies would be able to support the project growth in Rio Vista for the next 20 years. There are no special issues or standards related to expanding services to new developments.

The Potrero Hills Sanitary Landfill will continue to be closely monitored under regulations of the Integrated Solid Waste Management Board, the Regional Water Quality Control Board, and the Yolo-Solano Air Quality Management District. Financial Capability

DEVELOPMENT IMPACT FEES

It is the City's intent to update the fees citywide and ensure that all future development agreements and agreement amendments contain updated and adequate fees in order to fund the infrastructure needed to serve new growth. *Table 12-3* shows the anticipated facilities that must be funded by the municipal impact fee over the planning period, to buildout.

The City's water and sewer funds are enterprise funds; connection fees are charged to pay for the cost of projected new facilities, such as wells, pumps, water storage tanks, treatment tanks, delivery and conveyance systems (pipes and mains), and other capital expenses associated with expansion. For large projects, such as Trilogy, the developer is credited with the cost of providing the needed facilities against the connection fees otherwise owed. The City must be careful, however, to ensure that the fees are set at a sufficiently high level to cover the needs at buildout and to ensure that early credits do not preclude needed facilities later on.

Although parks and arterial streets are the subjects of other elements, these facilities also are funded by development impact fees. These fees recently have been evaluated and adjusted for the Marks and Gibbs Ranch Development Agreements that were amended last year. As new agreements are created and other existing agreements amended, fees should be evaluated and adjusted to meet anticipated needs. Fees should remain flexible rather than being "locked in" so that needs arising after the date of the agreement can be met.

TABLE 12-3

**Projected Facilities Costs to be Covered by the
Municipal Facilities Fee**

Facility/Equipment	Building Size (Sq. Ft.)
Police station	7,500
Fire station	6,000
Community center	10,000
Recreation center	15,000
Senior center	5,000
Corporation yard and public works facility	5,000
City Hall add/rebuild	16,000
Swimming pool	
Library	5,000
Fire equipment (3-4 additional engines/tankers, miscellaneous equipment)	N/A
Miscellaneous equipment (Fire and police dispatch, building furnishings, and computer systems)	N/A
Property acquisition	(Acres)
City Hall/civic center	4-6
Library	1
Community/recreation center	3-5

OPERATIONS AND MAINTENANCE

The City needs to conduct a thorough analysis of the service costs of future growth before a large new demand arises. The City should determine an adequate and desirable level of service and identify, at intervals throughout the planning period, whether known revenue sources are able to cover anticipated costs relating to the increase in population. Such a cost-revenue analysis should further identify which services will pay for themselves and which will not; potential new revenue sources to cover the additional costs; and the potential for increasing existing sources. A strategic financing plan for facilities and maintenance should be devised to address the needs identified by the cost-revenue study.

F. Goals, Policies, and Implementing Actions

The implementing actions associated with each policy are fully described at the end of this chapter.

CIVIC CENTER, COMMUNITY, AND MAINTENANCE FACILITIES

GOAL 12.1 TO EXPAND AND CONSOLIDATE PUBLIC SERVICE AND MAINTENANCE OPERATIONS IN ORDER TO ADEQUATELY AND EFFICIENTLY SERVE THE RESIDENTS AND BUSINESSES OF RIO VISTA.

Policy		Implementing Action	
12.1.A	The City shall focus City administrative offices, public safety headquarters, main library branch, and senior center in downtown by providing expansion as needed, public access, and a "quality civic architectural image."	PF-1	<i>Civic Facilities Master Plan</i>
		PF-2	<i>Development Impact Fees</i>
		PF-3	<i>Capital Improvement Program</i>
12.1.B	The City shall cluster and connect branch or secondary community facilities in neighborhood activity centers, including parks, libraries, and community centers.	PF-1	<i>Civic Facilities Master Plan</i>
		PF-2	<i>Development Impact Fees</i>
		PF-3	<i>Capital Improvement Program</i>
		PF-4	<i>Development Review</i>
12.1.C	The City shall create a Master Plan for City administrative and service facilities, including the selection of a specific site(s) for future expansion.	PF-1	<i>Civic Facilities Master Plan</i>
		PF-2	<i>Development Impact Fees</i>
		PF-3	<i>Capital Improvement Program</i>
		PF-4	<i>Development Review</i>
12.1.D	The City shall develop branch community facilities as necessary, including library, parks, schools, recreation centers and public meeting places, to maintain high quality services at the neighborhood level.	PF-1	<i>Civic Facilities Master Plan</i>
		PF-2	<i>Development Impact Fees</i>
		PF-3	<i>Capital Improvement Program</i>
		PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
		PF-6	<i>Parks Master Plan</i>
		PF-7	<i>Local, State, and Federal Funds</i>
12.1.E	The City shall include the Corporation Yard in the Civic Facilities Master Plan, providing for consolidation and expansion of existing maintenance services.	PF-1	<i>Civic Facilities Master Plan</i>
		PF-2	<i>Development Impact Fees</i>

PUBLIC LIBRARY SYSTEM

Library services are recognized as a vital public service that contributes to the community's quality of life. As such, adequate library services and facilities to adequately serve all City residents must be ensured.

GOAL 12.2 TO ENSURE THE PROVISION OF ADEQUATE LIBRARY SERVICES AND FACILITIES TO SERVE ALL CITY RESIDENTS.

Policy	Implementing Action
12.2.A The City shall continue to work with the Solano County library system to provide a variety of library programs that serve library users of all age groups.	PF-5 <i>Interagency Coordination</i> PF-8 <i>Public Involvement</i>
12.2.B The City shall maintain the main library in downtown as a key public service.	PF-1 <i>Civic Facilities Master Plan</i> PF-4 <i>Development Review</i> PF-5 <i>Interagency Coordination</i> PF-8 <i>Public Involvement</i>
12.2.C The City shall work with the Solano County library system to provide branch libraries in order to service population increments of $\pm 10,000$.	PF-1 <i>Civic Facilities Master Plan</i> PF-4 <i>Development Review</i> PF-5 <i>Interagency Coordination</i> PF-8 <i>Public Involvement</i>
12.2.D The City shall designate public and quasi-public land uses in clusters and within neighborhood centers, so that the use of schools, parks, open space, libraries, child care, and community activity and service centers create a community or activity focus.	PF-1 <i>Civic Facilities Master Plan</i> PF-4 <i>Development Review</i> PF-5 <i>Interagency Coordination</i> PF-6 <i>Parks Master Plan</i> PF-8 <i>Public Involvement</i> PF-9 <i>Other Funding Sources</i> PF-10 <i>Development Agreements</i> PF-11 <i>Joint-Use Study and Agreements</i>
12.2.E The City shall continue to cooperate with the River Delta Unified School District and Solano County in the provision of high-quality library services.	PF-1 <i>Civic Facilities Master Plan</i> PF-5 <i>Interagency Coordination</i> PF-8 <i>Public Involvement</i>

SCHOOLS

Provision of quality school facilities and educational opportunities is a community priority. Schools are both educational facilities and important components of community and neighborhood infrastructure. Schools must be developed in a cost-effective manner and take advantage of joint-use opportunities in combination with other public resources. They should be perceived as community assets and function as integral parts of the neighborhoods in which they are located.

GOAL 12.3 TO PROVIDE THE BEST AVAILABLE EDUCATIONAL OPPORTUNITIES FOR ALL STUDENTS AND TO PROVIDE FOR COST-EFFECTIVE, MULTIPLE USE OF PUBLIC FACILITIES WHEREVER FEASIBLE.

Policy	Implementing Action
12.3.A The City shall work closely with the River Delta Unified School District to obtain adequate funding for new school facilities. Where legally feasible, the City may require new development to participate in the provision of school facilities in a timely manner.	<i>PF-5 Interagency Coordination</i> <i>PF-10 Development Agreements</i> <i>PF-12 State Education Funds</i> <i>PF-13 Local School Fees</i>
12.3.B The City shall encourage joint-use of facilities in all cases, unless overriding circumstances make joint use impossible or detrimental to either the school district or the City's park and recreation facilities/programs.	<i>PF-5 Interagency Coordination</i> <i>PF-11 Joint-Use Study and Agreements</i>
12.3.C The City shall require evidence that adequate school facilities are committed to being available in a timely manner before approval will be granted to new residential development.	<i>PF-10 Development Agreements</i> <i>PF-12 State Education Funds</i> <i>PF-13 Local School Fees</i> <i>PF-14 School Facilities Master Plan</i>
12.3.D School facilities shall be provided in response to needs identified by both the district and the City.	<i>PF-10 Development Agreements</i> <i>PF-12 State Education Funds</i> <i>PF-13 Local School Fees</i> <i>PF-14 School Facilities Master Plan</i>

Policy		Implementing Action	
12.3.E	The City and the River Delta Unified School District will prepare a joint-use study for each school facility to determine the feasibility of joint-use facilities. If determined to be feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities	PF-5 PF-6 PF-11	<i>Interagency Coordination</i> <i>Parks Master Plan</i> <i>Joint-Use Study and Agreements</i>
12.3.F	The City and the school districts shall develop criteria for the designation of school sites and opportunities for reducing land and development costs while developing schools as neighborhood resources. The City shall make every attempt to ensure that the locations, design, and development of new school sites are consistent with this General Plan and neighborhood concerns	PF-4 PF-5 PF-10 PF-11	<i>Development Review</i> <i>Interagency Coordination</i> <i>Development Agreements</i> <i>Joint-Use Study and Agreements</i>
12.3.G	In order to be consistent with other City policies and the Rio Vista Principles (Preserve the small-town character), the City's preference is to maintain small schools at a similar size as today. Rather than increase the size of schools to a point that is not consistent with today's quality of life, Rio Vista schools should be smaller than the typical "standard" in larger suburban districts. The number of sites should be increased after a particular size is reached, rather than further increases to the size of facilities. The guidelines are adopted as shown in <i>Table 12-2</i> .	PF-4 PF-5 PF-10	<i>Development Review</i> <i>Interagency Coordination</i> <i>Development Agreements</i>

Policy		Implementing Action	
12.3.H	The City shall require that new and expanded facilities funded by development impact fees be constructed in the service area from which the fees were raised, to ensure that adequate facilities are located where the demand is created. Fees paid by residents of new homes in Rio Vista shall be used to provide school facilities in Rio Vista.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
		PF-12	<i>Development Agreements</i>

UTILITIES

GOAL 12.4 TO ENSURE THAT ADEQUATE GAS AND ELECTRIC SERVICE IS PROVIDED IN A TIMELY MANNER FOR RESIDENTS AND BUSINESSES IN RIO VISTA.

Policy		Implementing Action	
12.4.A	The City shall provide for the review and comments on development proposals by utility companies.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
12.4.B	The City shall require the provision of necessary utility easements in all new developments.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
12.4.C	The City shall require utility providers and developers to plan and construct uses and equipment in a manner consistent with adopted land use policies and design guidelines, to the extent feasible.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
		PF-15	<i>Zoning Ordinance Review and Update</i>
12.4.D	The City shall ensure that adequate new technology service is provided to all sectors and locations within the community, particularly telecommunications and internet services.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
		PF-10	<i>Development Agreements</i>
		PF-16	<i>Franchise Ordinance and Negotiations</i>

Policy		Implementing Action	
12.4.E	The City shall address and resolve the issues raised by competing cable television services in different parts of the community; all services should be franchised to the City. The City shall ensure that equal access to local public television events and the latest technologies provided by CATV carriers (internet access and other emerging communications services) are readily available to all residents and businesses.	PF-4	<i>Development Review</i>
		PF-5	<i>Interagency Coordination</i>
		PF-16	<i>Franchise Ordinance and Negotiations</i>
12.4.F	The City shall plan for local self-sufficiency for electricity, to the extent feasible.	PF-5	<i>Interagency Coordination</i>
		PF-17	<i>Power Plant and Public Financing Feasibility Study</i>

WATER SYSTEM

GOAL 12.5 TO MAINTAIN A WATER SYSTEM THAT ADEQUATELY SERVES THE EXISTING COMMUNITY, TO PROVIDE WATER SERVICES TO ALL EXISTING AND FUTURE DEVELOPMENT, AND TO ENSURE THAT SAFE DRINKING WATER STANDARDS ARE MET.

Policy		Implementing Action	
12.5.A	The City shall provide reliable and secure water sources for current and future residents.	PF-3	<i>Capital Improvement Program</i>
		PF-5	<i>Interagency Coordination</i>
		PF-18	<i>Aquifer Study</i>
		PF-19	<i>Utilities Master Plan Update</i>
12.5.B	The City shall provide adequate water treatment capacity and infrastructure.	PF-2	<i>Development Impact Fees</i>
		PF-3	<i>Capital Improvement Program</i>
		PF-4	<i>Development Review Process</i>
		PF-5	<i>Interagency Coordination</i>
		PF-19	<i>Utilities Master Plan Update</i>

WASTEWATER SYSTEM

GOAL 12.6 TO PROVIDE ADEQUATE WASTEWATER SERVICES TO ALL EXISTING AND FUTURE DEVELOPMENT.

Policy	Implementing Action
12.6.A The City shall expand treatment capacity to adequately accommodate projected new growth and the population estimated at the end of the planning period of this General Plan (2020). The City shall develop the new Northwest Wastewater Treatment Plant expansion as soon as financially feasible.	PF-2 <i>Development Impact Fees</i> PF-3 <i>Capital Improvement Program</i> PF-4 <i>Development Review</i> PF-5 <i>Interagency Coordination</i> PF-10 <i>Development Agreements</i> PF-19 <i>Utilities Master Plan Update</i>

SOLID WASTE

GOAL 12.7 TO ENSURE THAT A HEALTHY, SAFE, AND ECONOMICAL SOLID WASTE COLLECTION SYSTEM IS PROVIDED TO RIO VISTA CITIZENS.

Policy	Implementing Action
12.7.A The City shall review and update the franchise agreement with the current and potential future solid waste franchisers every 5 years.	PF-16 <i>Franchise Ordinance and Negotiations</i>

WATER AND ENERGY CONSERVATION

GOAL 12.8 TO ENCOURAGE AND PROVIDE FOR WATER AND ENERGY CONSERVATION EFFORTS BALANCED WITH INCREASES IN SUPPLIES.

Policy	Implementing Action
12.8.A The City shall develop and implement water conservation standards.	PF-4 Development Review
	PF-20 Landscape Ordinance
	PF-21 Water and Energy Conservation Program
	PF-22 Water Metering and Usage-Based Rate Structure Plan
	PF-23 Wastewater Reuse

AIRPORT

GOAL 12.9 TO CONTINUE TO DEVELOP AND MAINTAIN A VIABLE PUBLIC AIRPORT.

Policy	Implementing Action
12.9.A The City shall operate the airport in a safe and cost-effective manner, consistent with the needs of the public and Federal Aviation Authority regulations.	PF-3 Capital Improvement Program
	PF-5 Interagency Coordination
	PF-24 Airport Master Plan Update
	PF-25 Cost/Revenue Analysis
12.9.B The City shall ensure that airport operations remain compatible with adjacent land uses.	PF-4 Development Review
	PF-5 Interagency Coordination
	PF-24 Airport Master Plan Update

FINANCING MECHANISMS

GOAL 12.10 TO ENSURE THAT ADEQUATE FINANCIAL MECHANISMS ARE IN PLACE TO PROVIDE FOR THE FACILITIES AND SERVICES DESCRIBED IN THIS AND OTHER ELEMENTS OF THE GENERAL PLAN.

Policy	Implementing Action
12.10.A The City shall ensure that new growth will pay for the facilities and services it requires without an additional burden to existing residents. The City shall ensure that sufficient resources exist in order to provide for an adequate level of service delivery, operation, and maintenance of capital facilities.	PF-3 Capital Improvement Program PF-4 Development Review PF-5 Interagency Coordination PF-10 Development Agreements PF-25 Cost/Revenue Analysis PF-26 AB 1600 Analysis
12.10.B The City shall create local, self-sufficient funding sources for new facilities rather than outside sources that cannot be relied on consistently.	PF-3 Capital Improvement Program PF-4 Development Review PF-5 Interagency Coordination PF-10 Development Agreements PF-25 Cost/Revenue Analysis PF-26 AB 1600 Analysis
12.10.C The City shall review and update the costs of capital facilities and adjust development fees and other revenue sources on a regular basis. Prior to completion of the AB1600 citywide master analysis (PF-27), the share of financial responsibility for the facilities costs and impacts on the community will be determined on a project by project basis. The project sponsor or developer will be responsible for the cost of this analysis. The City may require a particular project to fund the master study, with reimbursement to be made for areas not affected by the particular project through credits against developer fees when building permits for that project are issued.	PF-3 Capital Improvement Program PF-4 Development Review PF-10 Development Agreements PF-26 AB 1600 Analysis

Policy		Implementing Action	
12.10.D	The City shall ensure that all future tentative maps, development agreements and agreement amendments contain updated and adequate fees to fund the infrastructure needed to serve new growth. Fees should remain flexible rather than being "locked in" so that needs arising after the date of the agreement can be met.	PF-3	Capital Improvement Program
		PF-5	Interagency Coordination
		PF-4	Development Review
		PF-10	Development Agreements
		PF-26	AB 1600 Analysis

SERVICE DELIVERY AND EXTENSION PRIORITIES

GOAL 12.11 TO PROVIDE NEW SERVICE CONNECTIONS AND FACILITIES AND EXTENSIONS OF INFRASTRUCTURE TO NEW DEVELOPMENTS IN A COST-EFFECTIVE MANNER THAT IS CONSISTENT WITH ALL OTHER ELEMENTS OF THIS GENERAL PLAN.

Policy		Implementing Action	
12.11A	Priority for new services and facilities and extensions of infrastructure will be given to projects that meet the following criteria:	PF-3	Capital Improvement Program
		PF-4	Development Review
		PF-10	Development Agreements
	1. Proximity to existing facilities.		
	2. Financial mechanism in place to pay for the cost of the extension.		
	3. Proximity to existing neighborhoods, access points, and developed infrastructure.		
	4. The project is consistent with or facilitates specific goals and policies of this General Plan.		

G. Implementing Actions for Public Facilities & Services (PF)

Each of the following actions will be used, wherever appropriate, to implement the goals and policies of the Public Facilities & Services element.

PF-1 CIVIC FACILITIES MASTER PLAN *(Proposed)*

The City will prepare a Civic Facilities Master Plan. This plan will assess the central staffing and facility needs for administrative and community functions; facilitate coordination of operation between interdependent departments; and emphasize efficiency through centralization and "one-stop service" for public activities whenever possible. Financing mechanisms will be outlined in the plan's implementation program.

PF-2 DEVELOPMENT IMPACT FEES *(Existing)*

The City will continue to collect and adjust all of the City's development impact fees, including connection fees for water and wastewater plants and distribution/collection facilities; the park development fee; and the municipal facilities fee. These fees are used to fund infrastructure, park and recreation facilities, and civic and community facilities pursuant to adopted master plans.

PF-3 CAPITAL IMPROVEMENT PROGRAM *(Proposed)*

The City will develop a 5-year Capital Improvement Program (CIP) for all City public capital projects that identifies priorities, funding sources, and timing for design, construction, and operations. The CIP will be developed in conjunction with the budget and will cover a period of 5 years from its inception. The CIP will be reviewed, amended, and adopted with the City's budget on an annual or biannual basis, as applicable. The CIP should include Redevelopment and grant-funded projects, as well as projects funded from City sources.

PF-4 DEVELOPMENT REVIEW *(Existing)*

The City will use the development entitlement review process to provide for adequate facilities and to ensure their consistency with the General Plan and all applicable policies and regulations.

The City will consider service delivery and fiscal impacts of both private development projects and public projects as allowed by the California Environmental Quality Act (CEQA), the City's environmental policies, and this General Plan. The City will continue to consider the environmental and policy impacts of projects. The City will provide for mitigation measures where potentially significant impacts are identified.

Prior to completion of the AB1600 citywide master analysis (PF-27), the share of financial responsibility for the facilities costs and impacts on the community will be determined on a

project by project basis. The project sponsor or developer will be responsible for the cost of this analysis. The City may require a particular project to fund the master study, with reimbursement to be made for areas not affected by the particular project through credits against developer fees when building permits are issued.

PF-5 **INTERAGENCY COORDINATION**
(Existing)

The City will coordinate recreation, library, and planning efforts with the River Delta Unified School District, Solano County, and other applicable agencies. Such coordination will help to ensure the clustering of community activities and should emphasize expansion and diversity of services and facilities, rather than duplication.

PF-6 **PARKS MASTER PLAN**
(Proposed)

The City will prepare a Parks Master Plan as specified in the Open Space & Recreation element. The plan will define standards that will result in adequate provision of parklands and facilities. The plan will permit flexibility in designating active and passive recreation areas, depending on resident characteristics and needs, with emphasis on clustering and interconnecting community facilities, including schools. The plan will be consistent with the goals and policies of the Open Space & Recreation element. A short-term (5 years) facilities plan is already underway.

PF-7 **LOCAL, STATE, AND FEDERAL FUNDS**
(Existing and Proposed)

The City will continue to pursue existing and alternative sources of funding in order to provide parklands and facilities that will adequately meet community needs. The City will identify and evaluate financial mechanisms that can be used to maintain and operate recreational facilities and protect the City's investment in them. The City will identify funding to obtain easements in order to accommodate the facilities and construct trails and paths through floodway and floodplain areas as needed along the length of all waterways, as shown on the adopted Trails and Pathways Map (*see the Open Space & Recreation element*). Other sources may include State bond acts, federal and state grants, assessment districts, and public/private partnerships. Neighborhood groups may be an additional source of finance and voluntary labor to meet recreational needs.

PF-8 **PUBLIC INVOLVEMENT**
(Existing)

The City will actively solicit public involvement in the siting of community facilities and identification of programs through the public meeting and review process. The City will consult community-based organizations, including Friends of the Library, and involve them in the decision-making process to strengthen support for library programs.

PF-9 **OTHER FUNDING SOURCES**
(Existing)

Pursue any other funding sources, such as nonprofit grants, private sector funding, or partnerships that create funding opportunities.

PF-10 **DEVELOPMENT AGREEMENTS**
(Existing)

The City will use development agreements for larger projects to provide for specific mechanisms and financing of infrastructure, facilities, and services, as appropriate. The City will ensure that both new agreements and amendments to previous agreements are consistent with City policies and standards, as well as the particular needs of the projects that are the subject of the agreements.

PF-11 **JOINT-USE STUDY AND AGREEMENTS**
(Existing)

The City will prepare a joint-use study for all school sites, starting with existing sites and continuing with new sites as they are proposed and developed. The study will establish the feasibility of pursuing a joint-use agreement among service providers, including the River Delta Unified School District and the City. This study will identify opportunities to maximize public use of the facilities, minimize duplication of services provided, and facilitate shared financial and operation responsibilities. If shared use is determined to be advantageous to the parties, they should enter into a joint-use agreement. This agreement will specify joint-use policies, provision of services, and obligations of each party with respect to finances, operations, and maintenance. The park facilities portion will be done in conjunction with the Parks Master Plan.

PF-12 **STATE EDUCATION FUNDS**
(Existing)

The City and River Delta Unified School District will continue to actively pursue state funds for school facilities. State funds may provide partial support to school facilities funding. Contingency funding will be identified, should state sources be reduced or eliminated. A higher priority for the eligibility for state funds, if and when such funds are available, may be provided to school districts that choose to adopt year-round school programs

PF-13 **LOCAL SCHOOL FEES**
(Existing)

The City will continue to cooperate with the River Delta Unified School District in collecting the fees legally permitted under State law and as agreed through specific agreements between the District and developers.

PF-14 **SCHOOL FACILITIES MASTER PLAN**
(Proposed)

The City will observe the *River Delta Unified School District (RDUSD) Facilities Master Plan* (RDUSD, 2000) and participate in its periodic update. The plan is a 20-year capital

improvement plan detailing school and related facilities needed to accommodate projected student population increases in the District during the 1999-2019 period. The City will keep abreast of changes; coordinate proposed siting facilities with the District; and attempt to influence the District's planning in relation to the General Plan policies.

To the extent possible under State law, the City can indirectly affect siting of schools by allowing certain sites or locations to be used for schools on planned unit development maps, specific plans, tentative maps, and in development agreement language (the last is most effective, since it is a binding, negotiated agreement).

PF-15 ZONING ORDINANCE REVIEW AND UPDATE
(Proposed)

The City will amend the Zoning Ordinance to include specific standards that ensure, to the extent feasible, that location choices for installation of cables and utilities are compatible with the goals and policies of the Utility component of the Public Facilities & Services element and the Land Use element. In addition, the City will address standards for the siting of energy facilities in the Zoning Ordinance.

PF-16 FRANCHISE ORDINANCE AND NEGOTIATIONS
(Proposed)

The City will establish and review its franchise ordinance and regulations to ensure that the maximum control and leverage can be exercised over telecommunications services, both in the manner and means of service provision and the granting of easements on City property and rights-of-way. This review will overlap into development standards and regulations, such as the Subdivision Ordinance and other development standards. The City will use expert assistance in reviewing contract and franchise proposals and in conducting negotiations with utilities and private service providers.

PF-17 POWER PLANT AND PUBLIC FINANCING FEASIBILITY STUDY
(Proposed)

The City will conduct an analysis of the feasibility of locating a power plant in or near the City and providing for a priority service for Rio Vista to preclude local blackouts. The study should consider the feasibility of joint powers agreements or public facilities districts in conjunction with other agencies. Physical, environmental, fiscal, financial, and socioeconomic factors should be addressed in the analysis.

PF-18 AQUIFER STUDY
(Existing)

The City Engineer is currently overseeing the preparation of a study of the aquifer that underlies the City and surrounding area. The study will evaluate the depth, size, recharge rate, and capacity of the aquifer to accommodate the City's projected future growth. The study will be completed in Fall 2002 and will determine the need to develop additional water sources during the planning period of this General Plan.

PF-19 UTILITIES MASTER PLAN UPDATE
(Proposed)

A Master Plan for water and wastewater was prepared in 1985 and has not been updated since. The 1991 and 1997 Northwest service area studies, and the 2001 Northwest Wastewater Treatment Plant programming study consider the existing plant as well as the service area for the new plant. These studies should be integrated into a cohesive, coordinated document. The same process should be followed for water facilities, particularly as infrastructure plans are developed for the new growth areas.

PF-20 LANDSCAPE ORDINANCE
(Proposed)

The City will develop and adopt an ordinance that provides standards for the use of drought-tolerant and water-conserving landscape practices. The ordinance will provide for water conservation while ensuring an appropriate appearance and function of landscape installation. Requirements will specify the use of trees and other vegetation in new development in order to provide shade and reduce energy demands for cooling. This ordinance will be applied in the design and development of community facilities and will be consistent with the provisions of the Resource Conservation & Management element.

PF-21 WATER AND ENERGY CONSERVATION PROGRAM
(Proposed)

As part of the City's proposed Water and Energy Conservation Program, the City will prepare a water conservation ordinance that creates conservation restrictions and incentives when drought conditions warrant significant reductions in usage. The ordinance also will restrict wasteful uses of water at all times. The City will incorporate water and energy conservation measures into the design of community facilities. The ordinance will conform to the conservation standards set forth in the Resource Conservation & Management element.

PF-22 WATER METERING AND USAGE-BASED RATE STRUCTURE PLAN
(Proposed)

The City will develop a plan for a transition from a flat-based rate structure to a metered, usage-based water rate structure. The plan will phase in the new rate structure over time. New development will continue to be constructed with meters in place.

PF-23 WASTEWATER REUSE
(Existing)

The City will continue reviewing uses for effluent, such as the irrigation of the Trilogy golf course. The City will consider irrigation or other uses of effluent during the design of the new wastewater treatment plant.

PF-24 **AIRPORT MASTER PLAN UPDATE**
(Existing)

The City will continue to implement the Airport Master Plan and update the plan as needed. The Master Plan is a tool for programming future facilities and operational needs on the airport property; it includes both a site development plan and a programming description that provides for modernization, expansion, and necessary support facilities for the airport. An FAA grant has been received for this purpose; the Master Plan update is expected to be completed within the 2001-02 fiscal year.

PF-25 **COST/REVENUE ANALYSIS**
(Proposed)

The City will conduct a study of City service costs and funding sources with the following priorities:

1. Identify deficiencies in existing service levels and the cost of providing an adequate level of service.
2. Evaluate the ability of existing revenue sources to fund the desired levels of service.
3. Project the cost of providing the desired level of service to future residents, operating and maintaining the facilities necessary to deliver those services.
4. Project future revenues that can reasonably be expected from new growth and compare to costs of service at various points in the planning period.
5. Identify and recommend new revenue sources or mitigations that will allow the City to establish and continue to provide the services necessary to accommodate future residents and businesses.

PF-26 **AB 1600 ANALYSIS**
(Proposed)

In accordance with Government Code Section 66000 et seq., as amended, the City will conduct a thorough analysis of the City's development impact fee structure (commonly referred to as the AB 1600 Analysis) to ensure that fees are (1) adequate to fund capital projects and facilities, (2) based on expansion or provision of new facilities required by growth, and (3) meet all requirements of State law. The AB 1600 analysis will be initiated at the same time as the first Capital Improvement Program, and fees will be adjusted annually to keep up with inflation and construction costs. Prior to completion of the AB1600 citywide master analysis (PF-27), the share of financial responsibility for the facilities costs and impacts on the community will be determined on a project by project basis. The project sponsor or developer will be responsible for the cost of this analysis. The City may require a particular project to fund the master study, with reimbursement to be made for areas not affected by the particular project through credits against developer fees when building permits are issued.

Chapter 13

Policy & Implementation Summary

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(Note: This chapter contains a matrix with all the policies and implementing actions contained in all the elements of the Rio Vista General Plan 2001. For each implementing action, the matrix identifies who is responsible for implementing the action, when the action will be implemented, and how it will be funded. As a requirement of State Housing Law, the responsibility, timeframe, and funding source for each of the implementing actions in Chapter 6, the Housing element, is identified within the text of the element. Also included are the City's Quantified Objectives for each implementing action, as appropriate. This information is provided only for the Housing element.)

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
Planning Constraints & Boundaries						
3.1.A	The Planning Area for 2020 shall coincide with the line shown on the official General Plan Land Use Map in the Land Use element and the Boundaries Map in this element.	PCB-1	<i>Land Use Map</i>	CDD	With General Plan Feb. 2002	GF
		PCB-2	<i>Boundaries Map</i>	CDD	With General Plan July 2002	DF
3.1.B	Land uses within the Planning Area but outside the City's sphere of influence shall be consistent with the Solano County General Plan, specifically its policies related to agricultural land uses.	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
3.2.A	Development projects shall be reviewed on a case-by-case basis to ensure that adequate buffers are maintained between urban and agricultural lands, while giving developers flexibility in design at the urban edge. (Refer to discussion, goals, policies of Chapter 10, Resource Conservation and Management, Policies 10.2A-C; RCM 14)	PCB-1	<i>Land Use Map</i>	CDD	With General Plan July 2002	GF
		PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
3.3.A	The City shall adopt an urban growth boundary that limits annexations and future urban development to the area delineated for this General Plan to the year 2020.	PCB-2	<i>Boundaries Map</i>	CDD	With General Plan July 2002	DF
		PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
3.3.B	The City shall ensure that additional lands	PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	are needed to achieve a jobs/housing balance prior to annexation.	PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.3.C	within the urban growth boundary, the City shall not consider requests for annexation until the City reaches at least 50 percent of buildout. An expansion could be considered if the buildout of a particular use reaches 50 percent prior to buildout of other uses reaching 50 percent. (For example, if industrial land reaches 50 percent buildout prior to housing, then the need for additional industrial land could be considered. In such a case, the expansion would be considered only for the particular use that has reached 50 percent buildout.) A property that has been added to the Sphere of Influence, has been found by the Planning Commission to meet the intent of the discussion under the "Annexations" heading above and is consistent with Policies 3.3 A, B, D, E and F, shall be deemed exempt from this policy.	PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.3.D	As one of the key objectives of the urban growth boundary, the City shall require growth to move inward instead of out past the Brann Ranch along Highway 12.	PCB-1	<i>Land Use Map</i>	CDD	With General Plan July 2002	GF
		PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.3.E	The necessary infrastructure shall be provided both within the urban growth	PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	provided both within the urban growth boundary and to the particular site before development can occur.	PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>	CDD	April 2003	GF
		PCB-7	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
3.3.F	The City shall not approve requests for annexation of land that is not contiguous to City land on at least one side, except for City-owned properties.	PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
		PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>	CDD	April 2003	GF
3.3.G	The City shall annex the Army Reserve Base site after the title of ownership is transferred to the City.	PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>	CDD	April 2003	GF
3.3.H	The City shall annex the Rio Vista Wastewater Treatment Plant site and any other City facility not currently within the city limits.	PCB-6	<i>Five-Year Comprehensive Annexation Plan</i>	CDD	April 2003	GF
3.4.A	The City shall consider areas of concern that extend from the city limits into Solano and Sacramento County jurisdictions in this	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	Sacramento County jurisdictions in this General Plan, including lands where development or land use changes could significantly affect the community of Rio Vista. These unincorporated areas of concern include: • Highway 113 • Lambie Industrial Park • Collinsville • Montezuma Hills • Yolo Bypass • Liberty Island • Ryer Island • Portions of Sacramento County near Highway 12					
3.4.B	The City shall recommend that Solano and Sacramento Counties not permit changes in zoning to increase density in the areas of concern.	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
3.5.A	The City shall not support growth into areas outside the City's urban growth boundary.	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PCB-8	<i>Public/Private Partnerships</i>	CDD and CM	Ongoing	GF and RF
3.5.B	The City shall actively oppose any requests for zoning change in unincorporated	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	Solano County that would result in the conversion of productive agricultural land to urban uses in the areas of concern.	PCB-8	<i>Public/Private Partnerships</i>	CDD and CM	Ongoing	GF and RF
3.5.C	Impacts of urban development on agricultural operations shall be minimized.	PCB-1	<i>Land Use Map</i>	CDD	With General Plan July 2002	GF
		PCB-2	<i>Boundaries Map</i>	CDD	With General Plan July 2002	DF
		PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PCB-9	<i>Density Transfer</i>	CDD and CC	June 2003	RF, GF, and DF
		PCB-10	<i>Transfer of Development Rights</i>	CDD and CC	June 2003	GF, RF, and DF
3.5.D	The City shall seek to remove from its sphere of influence and the urban growth boundary any agricultural lands that are placed in an agricultural land trust.	PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.5.E	The City shall support agricultural land-owners outside the city limits in their requests for achieving land trust protection on their properties unless there is a clear or imminent conflict with City policies.	PCB-8	<i>Public/Private Partnerships</i>	CDD and CM	Ongoing	GF and RF
3.5.F	The City shall actively oppose any annexation requests or other changes in land use designations that would allow agricultural lands to develop within the area of concern in Sacramento County.	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PCB-8	<i>Public/Private Partnerships</i>	CDD and CM	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
3.5.G	The City shall continue to support the					
		PCB-3	<i>Interagency Coordination</i>	CDD, PW, and	Ongoing	GF and RF
3.6.A	Development patterns shall tier off of exist- ing development and avoid leap frogging, even within the urban growth boundary and existing city limits.	PCB-1	<i>Land Use Map</i>	CDD and CDPRC	With General Plan July 2002	GF
		PCB-2	<i>Boundaries Map</i>	CDD	With General Plan July 2002	DF
		PCB-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.6.B	Development patterns shall extend primar- ily east to west along Highway 12 to the city limits. To the extent feasible, initial phases of new developments shall begin as close as possible to existing development near Drouin Drive, being contiguous from east to west.	PCB-1	<i>Land Use Map</i>	CDD	With General Plan July 2002	GF
		PCB-11	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
3.7.A	The City shall continue to support prohibitions/restrictions on development within the Delta Protection Commission's Primary and Secondary Zones.	PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
3.7.B	The City shall seek to remove lands from the existing sphere of influence that are currently within the boundaries of the Delta Protection Commission and any lands that are placed in an open space land trust.	PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.7.C	Development shall not extend south into the Montezuma Hills beyond the existing City boundaries. This policy shall be reviewed at the next General Plan update.	PCB-1	<i>Land Use Map</i>	CDD	With General Plan July 2002	GF
		PCB-2	<i>Boundaries Map</i>	CDD	With General Plan July 2002	DF
		PCB-3	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PCB-5	<i>Sphere of Influence Boundary Review</i>	CDD	Jan. 2004	GF
3.8.A	Development shall be compatible and consistent with the Airport Land Use Plan and designated airport restricted zones.	PCB-12	<i>Airport/Land Use Compatibility Plan Update</i>	CDD and PW	June 2003	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
Land Use						
4.1.A	Growth shall provide a strong diversified economic base and a reasonable balance between employment and housing for all income ranges.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.1.B	Growth shall occur on the basis that projected revenue should be sufficient to meet public costs.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.1.C	Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities & Services element, are planned and provided in a manner that protects the public's health, safety, and welfare.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.1.D	The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.1.E	The City shall ensure a comprehensive, logical growth process as areas develop, particularly where significant changes in land use are being considered.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
4.1.F	The City shall not support residential, commercial, or industrial development in unincorporated areas until buildout is achieved within the city limits.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.1.G	The City shall, through its land use and facilities planning processes, coupled with its Capital Improvement Program, provide for a land use allocation that could permit construction of at least 11,000 dwelling units.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-2	<i>Public Participation</i>	CDD	Ongoing	RF, GF, and DF
		LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
4.2.A	Sub-Planning Area 1 - Existing Developed City near the Sacramento River: Preserve, protect and improve the City's historic and existing neighborhoods. Allow for appropriate new and infill development and redevelopment in the districts contained in this sub-planning area. Ensure that all property improvements are sensitive to their surroundings and protect the public health, safety, and welfare. Do not apply inappropriate or overly restrictive "modern" zoning and development standards to districts or neighborhoods that were constructed under a previous era's regulatory climate.	LU-4	<i>Land Use Map</i>	CDD	As submitted	RF and DF
		LU-5	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		LU-6	<i>Design Guidelines</i>	CDD and PC	June 2003	GF and DF
		LU-7	<i>Ordinance and Regulations</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		LU-8	<i>Review and Update</i>			
		LU-8	<i>Redevelopment Plan</i>	CDD and RA	Ongoing	RF
		LU-9	<i>State Historical Building Code</i>	CDD	Ongoing	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
4.2.B	Sub-Planning Area 2 – Esperson property, River Walk, and Homecoming: The Homecoming subdivision shall be completed as approved. The Esperson and River Walk sites shall be developed as complete neighborhoods, with a mix of residential, commercial, and public land uses and residential densities that are consistent with this General Plan and their conceptual plans.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-4	<i>Land Use Map</i>	CDD	As submitted	RF and DF
		LU-5	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		LU-6	<i>Design Guidelines</i>	CDD and PC	July 2003	GF and DF
		LU-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
4.2.C	Sub-Planning Area 3 – Industrial and Employment Service Commercial Lands North of Highway 12: The lands south of Airport Road and west of St. Francis Road shall be developed in a mix of limited industrial/ employment and related uses in a business park setting, with buffering and careful siting of uses adjacent to residential areas in Sub-Planning Area 2. The lands east of St. Francis Road and north of Airport Road will include a larger range of “general” industrial and service uses. Lands along River Road will continue to develop in a mix of storage, warehouse, and industrial/ employment uses. The City shall encourage redevelopment and/or replacement of poorly planned development or incompatible land uses.	LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		LU-5	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
4.2.D	Sub-Planning Area 4 – Northwest Area Neighborhoods: The City shall continue to facilitate and encourage the development of these parcels as approved by recent development agreements. The City shall encourage the developers and owners of the Gibbs and Marks Ranches to adopt the Land Use Map and districts indicated in <i>Figures 4-2 and 4-3</i> and as described in <i>Tables 4-4, 4-5, 4-6, 4-8, and 4-11</i> . Any new development agreement amendments or extensions on the Brann Ranch or the Marks/Gibbs Ranches shall be consistent with all elements of this General Plan.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-6	<i>Design Guidelines</i>	CDD and PC	2003	GF and DF
		LU-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
4.2.E	Sub-Planning Area 5 – Airport, Public, and Restricted Lands: 1. The City shall continue to implement the <i>Airport/Land Use Compatibility Plan</i> and the <i>Airport Master Plan</i> ; the <i>Airport Master Plan</i> shall be updated as	LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
		LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-7	<i>Ordinance and Regulations Review and Update</i>	CDD, PC, and CC	Jan. 2004	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	necessary. The City shall continue to encourage compatible businesses to locate on the airport premises. (<i>Also see the Economic Development element.</i>)	LU-11	<i>Airport/Land Use Compatibility Plan</i>	CDD, PW, and RA	Ongoing	RF and GF
	2. The City shall construct the Northwest Area Waste Water Treatment Plant in the general location shown in <i>Figure 4-2</i> in the Land Use element and in <i>Figure 12-4</i> in the Public Facilities & Services element.					
	3. The City shall strive to ensure consistency with the policies of the Delta Protection Commission on lands under their jurisdiction, while recognizing the specific authorization for the Airport, the Northwest Area Waste Water Treatment Plant and the industrial lands in Sub-Planning Area 3.	LU-12	<i>Airport Master Plan Update</i>	CDD and PW	Jan. 2003 and ongoing thereafter	RF and GF
		LU-13	<i>Delta Protection Commission</i>			
4.2.F	Sub-Planning Area 6—Agricultural and Open Space Lands: The City shall strive to ensure that these lands remain in non-urban, predominantly agricultural and open space uses.	LU-3	<i>Intergovernmental Coordination</i>	CDD and CC	Ongoing	GF and RF
		LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-7	<i>Ordinance and Regulations Review and Update</i>	CDD, PC, and CC	Jan. 2004	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	open space uses.	LU-13	<i>Delta Protection Commission</i>			
4.3.A	The City shall adopt <i>Tables 4-3 through 4-11</i> as the designated land use categories, districts, and descriptions that control all development and uses of land in the City of Rio Vista planning area.	LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
4.3.B	The Land Use Map (<i>Figures 4-2 and 4-3</i>) shall serve to delineate the land use designations and locations of the land use districts adopted under this General Plan.	LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF
4.4.A	The City shall establish a Neighborhood Core district at the center of the three major new growth neighborhoods. This district shall accommodate community- and regional-serving commercial needs, provide medium- to high-density residential uses, support designated transit facilities, encourage non-auto travel, and allow for ease of internal pedestrian access for multiple purposes and destinations. (Also refer to the <i>Community Character & Design and Economic Development</i> elements)	LU-1 LU-4 LU-5 LU-6 LU-7	<i>Specific Plans</i> <i>Land Use Map</i> <i>Development Review</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD, PC, CC, PW, and Finance CDD CDD and PC CDD and PC CDD, PC, and CC	July 2002 Jan. 2003 Ongoing June 2003 Jan. 2004	RF, DF, and GF RF RF, DF, and GF GF and DF DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
4.4.B	In the Neighborhood Service/Mixed Use district, the City shall accommodate neighborhood- and local-serving commercial, service, and residential uses in a less intensive development pattern than in the Neighborhood Core, while maintaining ease of pedestrian access and a range of compatible uses. (Also refer to the Community Character & Design and Economic Development elements)	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-6	<i>Design Guidelines</i>	CDD and PC	June 2003	GF and DF
		LU-7	<i>Ordinance and Regulations Review and Update</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		LU-14	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
4.4.C	The City shall ensure that development proposals accommodate low- to medium-density residential neighborhoods within walking or biking distance of Neighborhood Service/Mixed Use Development and Industrial/ Employment districts.	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-6	<i>Design Guidelines</i>	CDD and PC	June 2003	GF and DF
		LU-7	<i>Ordinance and Regulations Review and Update</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		LU-14	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
4.4.D	The City shall strive to preserve and strengthen the original downtown, waterfront, and historic community and ensure that this district remains the community's civic and commercial focus. (Also refer to the Community Character & Design and Economic Development elements)	LU-1	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		LU-16	<i>Downtown Marketing and Design Study</i>	CDD	Ongoing	RF and SFG
		LU-5	<i>Development Review</i>	CDD and PC	Ongoing	RF, DF, and GF
		LU-6	<i>Design Guidelines</i>	CDD and PC	June 2003	GF and DF
		LU-7	<i>Ordinance and Regulations Review and Update</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		LU-8	<i>Redevelopment Plan</i>	CDD and RA	Ongoing	RF
		LU-15	<i>Rio Vista Waterfront Plan</i>	CDD, CC, and PW	Ongoing	

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
4.4.E	The City shall retain the predominance of historic single-family homes in the Historic Residential district while allowing mixed dwelling types that reflect historical building practices, including multiple-family structures, accessory apartments, and flexible setbacks.	LU-4 LU-5 LU-6 LU-7	<i>Land Use Map</i> <i>Development Review</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD CDD and PC CDD and PC CDD, PC, and CC	Jan. 2003 Ongoing June 2003 Jan. 2004	RF RF, DF, and GF GF and DF DF and GF
4.4.F	The City shall seek to preserve and enhance multifamily "complexes" and mobile home parks constructed between 1960 and 1990.	LU-5 LU-6 LU-7	<i>Development Review</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD and PC CDD and PC CDD, PC, and CC	Ongoing June 2002 Jan. 2004	RF, DF, and GF GF and DF DF and GF
4.4.G	The City shall seek to preserve and retain the spacious single-family character of the custom-lot Edgewater Neighborhood adjacent to Edgewater Drive, between the riverfront and Highland Drive.	LU-4 LU-5 LU-6 LU-7	<i>Land Use Map</i> <i>Development Review</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD CDD and PC CDD and PC CDD, PC, and CC	Jan. 2003 Ongoing June 2003 Jan. 2004	RF RF, DF, and GF GF and DF DF and GF
4.4.H	The City shall require a very low-density single-family residential housing component in the Residential Estate district to maintain a balanced local housing market.	LU-4 LU-5 LU-6 LU-7	<i>Land Use Map</i> <i>Development Review</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD CDD and PC CDD and PC CDD, PC, and CC	Jan. 2003 Ongoing June 2003 Jan. 2004	RF RF, DF, and GF GF and DF DF and GF
4.4.I	The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from previously prepared materials (assembly or value-added	LU-4 LU-5 LU-6 LU-7	<i>Land Use Map</i> <i>Development Review Process</i> <i>Design Guidelines</i> <i>Ordinance and Regulations Review and Update</i>	CDD CDD and PC CDD and PC CDD, PC, and CC	Jan. 2003 Ongoing June 2003 Jan. 2004	RF RF, DF, and GF GF and DF DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	materials (assembly or value-added industry) in the Industrial/Employment (Limited) district. (<i>Also refer to the Economic Development element</i>)	LU-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
4.4.J	The City shall actively encourage employment-intensive industrial, service, research and development, and manufacturing from natural resources (raw materials), extraction, storage, and industrial service uses in the Industrial/Employment (General) district.	LU-4 LU-5 LU-7 LU-10	<i>Land Use Map</i> <i>Development Review Process</i> <i>Ordinance and Regulations Review and Update</i> <i>Development Agreements</i>	CDD CDD and PC CDD, PC, and CC CM and SD	Jan. 2003 Ongoing Jan. 2004 Ongoing	RF RF, DF, and GF DF and GF DF and GF
4.4.K	The City shall provide adequate lands for industrial-serving indoor/outdoor storage, service, and support uses in the Industrial/Employment (Warehouse/Service) district.	LU-4 LU-5 LU-7 LU-10	<i>Land Use Map</i> <i>Development Review Process</i> <i>Ordinance and Regulations Review and Update</i> <i>Development Agreements</i>	CDD CDD and PC CDD, PC, and CC CM and SD	Jan. 2003 Ongoing Jan. 2004 Ongoing	RF RF, DF, and GF DF and GF DF and GF
4.4.L	The City shall support efforts to preserve agricultural uses outside City boundaries.	LU-3 LU-4	<i>Intergovernmental Coordination</i> <i>Land Use Map</i>	CDD and CC CDD	Ongoing Jan. 2003	GF and RF RF
4.4.M	The City shall use special districts to improve the provision of public services to city residents and businesses.	LU-4	<i>Land Use Map</i>	CDD	Jan. 2003	RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
Community Character & Design						
5.1.A	The City shall protect natural drainage flows to the greatest extent possible.	CD-1	Environmental/Visual Constraints Map	CDD	Ongoing	DF
		CD-2	Environmental Design Criteria	CDD	Ongoing	DF
5.1.B	The City shall ensure that natural creek beds and watercourses remain undisturbed for a minimum distance of 20 feet from the top of the bank.	CD-1	Environmental/Visual Constraints Map	CDD	Ongoing	DF
		CD-2	Environmental Design Criteria	CDD	Ongoing	DF
5.1.C	The City shall protect key hilltops, valleys, and watercourses from mass grading. See also policies of Goals 10.5, 10.6 and 10.11.	CD-1	Environmental/Visual Constraints Map	CDD	Ongoing	DF
		CD-2	Environmental Design Criteria	CDD	Ongoing	DF
5.2.A	The City shall integrate natural gas well sites and transmission line easements into the public parks and open space system.	CD-2	Environmental Design Criteria	CDD	Ongoing	DF
		CD-3	Parks Master Plan	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CD-4	Trails and Pathways Map	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
5.2.B	The City shall preserve key hilltops for public use and views.	CD-1	Environmental/Visual Constraints Map	CDD	Ongoing	DF
		CD-2	Environmental Design Criteria	CDD	Ongoing	DF
		CD-3	Parks Master Plan	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CD-4	Trails and Pathways Map	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.3.A	The City shall require the development of trail connections between public parks and open space to the greatest extent feasible.	CD-2	<i>Environmental Design Criteria</i>	CDD	Ongoing	DF
		CD-3	<i>Parks Master Plan</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CD-4	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
5.4.A	The City shall require development projects to incorporate native habitat, trails, and parks into the site design to the greatest extent feasible.	CD-1	<i>Environmental/Visual Constraints Map</i>	CDD	Ongoing	DF
		CD-2	<i>Environmental Design Criteria</i>	CDD	Ongoing	DF
		CD-3	<i>Parks Master Plan</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CD-4	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
5.5.A	The City shall integrate streets and trails into a multi-modal transportation network that serves the whole community.	CD-2	<i>Environmental Design Criteria</i>	CDD	Ongoing	DF
		CD-3	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CD-5	<i>Community Design Criteria</i>	CDD and PC	With GENERAL PLAN July 2002 and ongoing thereafter	GF, DF, and RF
5.6.A	The City shall establish a hierarchy of community features and focal points, as shown in <i>Figure 5-6</i> .					
5.6.B	The City shall ensure that community features are placed at key gateways or entries along Highway 12.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With GENERAL PLAN July 2002 and ongoing thereafter	GF, DF, and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.6.C	For secondary entryways that are considered important, but not primary entries for residents and visitors, the City shall locate them on Airport Road, Montezuma Hills Road-Second Street, Beach Street, and Front Street.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With GENERAL PLAN July 2002 and ongoing thereafter	GF, DF, and RF
5.7.A	The City shall incorporate community landmarks and focal points into community and neighborhood parks, linear pathway intersections, and commercial areas in the Existing City and Neighborhood Core Districts.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With GENERAL PLAN July 2002 and ongoing thereafter	GF, DF, and RF
5.7.B	The City shall ensure that structures at corners of major intersections, dominant buildings in a cluster or complex, and central gathering places become community landmarks. The City shall ensure that these structures are designed to provide definition and identity to the community and individual neighborhood through the use of significant building features and landscaping.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With General Plan July 2002 and ongoing thereafter	GF, DF, and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.7.C	The City shall ensure that special landscaping treatment, textured paving, monuments, or community identity signage is placed at primary access points in order to defined project areas, major and minor street intersections; and at mid-block points for longer residential blocks.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With General Plan July 2002 and ongoing thereafter	GF, DF, and RF
5.7.D	The City shall require developers to create core commercial landmarks with the use of building features at key locations and the creation of central plazas and open space courtyards, which would provide an internal focus for any commercial or mixed-use project.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With General Plan July 2002 and ongoing thereafter	GF, DF, and RF
5.7.E	The City shall ensure that developers incorporate such building features as clock towers, steeples, and cupolas into new structures at key focal points.	CD-5	<i>Community Design Criteria</i>	CDD and PC	With General Plan July 2002 and ongoing thereafter	GF, DF, and RF
5.8.A	The City shall emphasize separation of local and through traffic in Highway 12 improvements and measures that slow motorists as they enter the city.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF
5.8.B	The City shall construct traffic islands and street planting in order to provide a strong transition between through and local traffic.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.8.C	The City shall preserve existing terrain and grades to the greatest extent possible.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF
5.8.D	The City shall preserve the rural and rolling hillside and valley character of the Highway 12 corridor to the greatest extent possible.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF
5.8.E	The City shall initiate a corridor design process that includes all stakeholders (private landowners and developers, Caltrans, the Highway 12 Association, local residents, and business owners) to create an appropriate standard for future expansion throughout the corridor and more immediate improvements between Drouin Drive and the Rio Vista Bridge.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF
5.8.F	The City shall ensure that development encroaches as little as possible on sensitive areas adjacent to Highway 12.	CD-6	<i>Highway 12 Corridor Design Criteria</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DF
5.9.A	The City shall create street patterns that provide pedestrian opportunities, variety, and visual interest.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.9.B	The City shall interconnect the neighborhood street pattern at numerous points in a traditional village system in order to avoid a concentration on major streets of vehicles and pedestrians associated with internal neighborhood trips.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.9.C	The City shall discourage long, unbroken blocks; interruptions of pathways to logical destinations; or other design elements that discourage pedestrian circulation in favor of the automobile for internal trips.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.9.D	The City shall use deciduous street trees in order to create a shaded environment in summer and to define the clear separation of uses.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan Feb. 2002 and ongoing thereafter	GF and DF
5.9.E	The City shall ensure that primary pedestrian accesses (i.e., front doors) to all single-family and most multi-family residences face a public street or pathway in order to orient residences to public areas, rather than to interior blocks or parking lots.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
				CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.9.F	The City shall ensure that clustered and attached housing units front privately maintained common greens or – if present – access ways where a public street or pathway is not accessible.	CD-7	<i>Streets and Blocks Design Criteria</i>			
5.9.G	The City shall maintain safety along major streets by the use of frontage drives paralleling the major street or extensive landscaped pedestrian pathway corridors.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.9.H	Where feasible, the City shall ensure that developments are designed so that a neighborhood street or pathway abuts the nonresidential site on at least one side adjacent to the residential neighborhood.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
5.9.I	The City shall ensure that all homes within a neighborhood are connected by minor streets and pedestrian corridors to community civic areas, schools, parks, workplace, and commercial areas.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.10.A	The City shall ensure that subdivision design facilitates walking and bicycling and discourages short auto trips.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.10.B	The City shall design neighborhood and local street widths such that they slow traffic and create a safer pedestrian and bicycle environment.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.10.C	The City shall require multiple linkages and grid patterns as part of a comprehensive street system.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.10.D	The City shall provide direct pedestrian access from neighborhoods to nonresidential uses where residential neighborhoods abut planned commercial centers, or quasi-public or office uses.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.10.E	The City shall locate pedestrian access routes along the streets or so that they are easily visible from streets.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.10.F	The City shall discourage access routes through parking lots and loading and service areas, or behind residential rear yards wherever possible.	CD-7	<i>Streets and Blocks Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.A	The City shall ensure the placement of residential structures on lots and building sites is carried out in a manner that reinforces residents' awareness of the neighborhood and community interaction.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.B	The City shall ensure that house frontages, yards, and sidewalks are the prominent features of the streetscape and that attached garages do not dominate the appearance of the front elevation of any residential structure.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.C	The City shall achieve visual interest through a variety of architectural elements.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.D	The City shall ensure that all elevations of a building have consistent architectural treatments, although one or more elevations may be emphasized. Generally, the same treatment used on the front elevation will continue around the sides far enough to provide a finished appearance from the street.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.11.E	The City shall ensure that carports, garages, and other accessory structures incorporate the architectural theme of the main building, including roof line and materials.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.F	The City shall ensure that building entries receive special design treatment to provide a balanced sense of security and privacy.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.G	The City shall ensure that primary entries occur at frequent intervals along the street.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.11.H	The City shall ensure that primary entries are accented by the building's architecture, preferably with a vertical feature such as a gable roof element or entry porch. The City will require parking areas to be placed behind multi-family structures, rather than adjacent to the public street wherever possible.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.12.A	The City shall ensure that each neighborhood provides a variety of styles and architectural elements, including front and side porches, bay windows, roof lines, front door entrances, massing, and facade detailing.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.12.B	The City shall ensure that features and exterior colors vary from house to house along a street. The City shall ensure that significant changes in massing and roof lines are incorporated in elevations of the same floor plan in order to avoid a "tract" appearance.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.12.C	The City shall ensure that residential building design reflects a variety of forms – not only the addition of finishes to uncreative building "boxes."	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.12.D	The City shall ensure that exterior materials and architectural maintain a consistent and harmonious relationship and that frequent changes in materials are avoided.	CD-8	<i>Residential Housing Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.13.A	The City shall require that secondary units are consistent with the architectural theme of the main residence, including roofline and materials.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>	CDD	With GENERAL PLAN July 2002 and ongoing thereafter	GF and DF
5.13.B	The City shall require that parking for ancillary units is designed in order to avoid affecting neighborhood traffic safety or impairing useful open space (yard area) of the lot.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>	CDD	With GENERAL PLAN July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.13.C	The City shall require that ground-floor units adjacent to a street orient living spaces toward the street, rather than toward internal parking areas.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>	CDD	With GENERAL PLAN July 2002 and ongoing thereafter	GF and DF
5.13.D	The City shall require that secondary units can be accessed directly from the street wherever possible.	CD-9	<i>Ancillary or Second Unit (Carriage Unit) Design Criteria</i>	CDD	With GENERAL PLAN July 2002 and ongoing thereafter	GF and DF
5.14.A	The City shall ensure that primary entries to both ground- and upper-floor units adjacent to a street or plaza are visible from the street or plaza wherever possible and shall allow secondary building entries to face parking areas or internal open spaces.	CD-10	<i>Multi-Family Unit Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.14.B	The City shall ensure that building facades (including side or rear elevations) that face entry drives, public streets, or common open space are treated to provide architectural interest and orientation to the street or open space.	CD-10	<i>Multi-Family Unit Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.14.C	The City shall require that each multi-family residential unit have directly accessible, usable open space. This requirement shall not include parking areas,	CD-10	<i>Multi-Family Unit Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	driveways, front yards, or buildings but may include recreation centers, decks, patios, or roofs with open space areas.					
5.15.A	The City shall ensure that all non-residential buildings front on adjacent streets and create a pedestrian orientation wherever possible.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.B	Where building orientation on the street is not feasible, the City shall require that businesses have landscaped setbacks from adjacent streets.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.C	The City shall ensure that new structures are complementary to (and not clash with) existing structures.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.15.D	The City shall require that all loading, delivery and storage areas, and mechanical and utility equipment are screened from views on public streets and pedestrian corridors.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.E	Where nonresidential buildings are sited close to a residential area, the City shall ensure that their scale and character complement the adjacent neighborhood.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.F	The City shall require that site design and architecture protects the privacy of adjacent developments.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.G	Where backyards, parking and loading areas abut, the City shall require landscape buffers and walls between residential and nonresidential uses.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.H	The City shall require that pedestrian access between parking lots is provided.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.15.I	The City shall require that nonresidential development that abuts a residential neighborhood street provide both pedestrian and vehicular access to and from that street.					
5.15.J	The City shall require that side and rear facades of buildings are treated with the same quality of design and materials as the front elevations.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.15.K	Where location of a parking area or lot directly adjacent to a public street cannot be avoided, the City shall require that cars are screened from view by berms, walls, hedges, dense plantings, or a combination of these features.	CD-11	<i>Nonresidential Building Siting, Orientation, and Access Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.16.A	In order to foster pedestrian activity and linkages, the City shall require that commercial buildings either are oriented to an adjacent street or create an internal street orientation.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		CD-13	<i>Downtown Marketing and Design Study</i>	CDD	Ongoing	RF and SFG
5.16.B	To the extent feasible, the City shall ensure that commercial parking lots are located to the rear of buildings rather than the front, although storefronts may face both a street and a parking area.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		CD-13	<i>Downtown Marketing and Design Study</i>	CDD	Ongoing	RF and SFG

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.16.C	The City shall incorporate street trees, arcades, and plazas into street and building designs to create a pleasant pedestrian environment.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		CD-13	<i>Downtown Marketing and Design Study</i>	CDD	Ongoing	RF and SFG
5.16.D	The City shall require that rear parking areas are configured in order to create clearly defined pedestrian linkages to building entrances.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		CD-13	<i>Downtown Marketing and Design Study</i>	CDD	Ongoing	RF and SFG
5.16.E	The City shall consider reducing parking requirements for individual uses that demonstrate the existence of an overlap of parking demand for the overall commercial complex.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.16.F	Where commercial centers or office complexes abut each other, the City shall require both vehicular and pedestrian connections between parking areas and buildings in order to minimize vehicle turn movements onto major streets.	CD-12	<i>Neighborhood Core District Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
5.17.A	The City shall ensure that commercial development reflects a human scale, with abundant use of landscaping, entries, courtyards, and parking plazas.					

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.17.B	The City shall require that pedestrian and vehicular linkages to adjacent neighborhoods are provided in highway commercial developments.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>	CDD	With GF July 2002 and ongoing thereafter	GF and DF
5.17.C	The City shall require that convenience commercial buildings that are located adjacent to or within residential neighborhoods are compatible with the pedestrian scale and orientation of the neighborhood.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>	CDD	With GF July 2002 and ongoing thereafter	GF and DF
5.17.D	The City shall require that primary and main entrances are oriented toward the highway or arterial street on which it is sited.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>	CDD	With GF July 2002 and ongoing thereafter	GF and DF
5.17.E	The City shall require that pedestrian and vehicular access are provided by businesses adjacent to sites where commercial, office, or multi-family residential development is planned or existing.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>	CDD	With GF July 2002 and ongoing thereafter	GF and DF
5.17.F	The City shall establish controlled pedestrian crossings on Church Road as part of the overall Core Commercial entry area.	CD-14	<i>Highway and Convenience Commercial Design Criteria</i>	CDD	With GF July 2002 and ongoing thereafter	GF and DF
5.18.A	The City shall ensure that office, business park, airport commercial, industrial, and	CD-15	<i>Business Park and Airport Commercial Design Criteria</i>	CDD	With General Plan July 2002	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	employment uses are developed in a manner that achieves pedestrian orientation and are sited for ease of access.	CD-16	<i>Airport/Land Use Compatibility Plan</i>	CDD and RA	Ongoing	RF and GF
5.19.A	The City shall ensure that an accumulation of "franchise" structures competing for the attention of passing traffic is avoided.	CD-17	<i>Lighting and Signage Design Criteria</i>	CDD	With General Plan July 2002	GF and RF
5.19.B	The City shall ensure that corporate logos and images are designed into structural elements that relate to the community as a place.	CD-17	<i>Lighting and Signage Design Criteria</i>	CDD	With General Plan July 2002	GF and RF
5.19.C	The City shall ensure that the view of on-site lighting is shielded from those outside the premises to the greatest extent feasible.	CD-17	<i>Lighting and Signage Design Criteria</i>	CDD	With General Plan July 2002	GF and RF
5.19.D	The City shall minimize illumination of the night sky to the greatest extent feasible.	CD-17	<i>Lighting and Signage Design Criteria</i>	CDD	With General Plan July 2002	GF and RF
5.20.A	The City shall require that new and re-modeled commercial structures are consistent with downtown's historic character and building scale.	CD-18	<i>Downtown/Waterfront and Historic Residential Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF
5.21.A	The City shall ensure that new buildings and additions are constructed to a height, massing, and scale that bear a reasonable relationship to adjacent buildings.	CD-19	<i>Reconstruction and New Additions Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
5.22.A	The City shall ensure that remodeling and rehabilitation of existing structures preserve and enhance the historic character of the structure to the greatest extent feasible.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF
5.22.B	The City shall discourage alterations with no historic basis or that seek to create an appearance from an earlier or later historic period.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF
5.22.C	The City shall ensure that distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site are treated with sensitivity.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF
5.22.D	The City shall ensure that deteriorated architectural features are repaired, rather than replaced, whenever feasible.	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF
5.22.E	The City shall ensure that demolitions of historic structures are considered a "last-resort" remedy for buildings in such disrepair that they are beyond rescue and are	CD-20	<i>Rehabilitation and Remodeling Design Criteria</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	creating blight and threatening public health and safety. Prior to any demolition, the City shall ensure that the neighborhood interest will be served best by removal and that demolition is the only reasonable course of action.					
Housing						
6.1.A	The City shall continue to enforce its land use policies that allow residential growth to continue.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-3	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
6.1.B	The size and placement of land use districts shall be used to achieve quantified objectives for housing units within each income category.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-3	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
6.1.C	The City shall ensure that adequate infrastructure and public services are available to support pre-approved, ongoing developments and future projects within the City.	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-6	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
6.1.D	Development plans for future large projects shall include multi-family or attached single-family housing in the initial phases, provided that infrastructure can be made available to the particular sites.	H-7	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		H-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		H-9	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	June 2003	RF, DF, and GF
		H-10	<i>Density Bonus Program</i>	CDD	July 2003	RF, GF, and DF
6.1.E	The City shall provide for future (long-term) regional housing needs by maintaining an adequate supply of developable land for all housing types and affordability levels.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-11	<i>Residential Land Use Inventory Update</i>	CDD	July 2002	RF, GF, and DF
6.1.F	The City shall encourage the production of for-sale and rental housing units that will provide a variety of housing type, tenure, and density – at all levels of affordability.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
6.2.A	The City shall discourage conversions of existing rental units when such conversions will adversely affect the supply of affordable rental units.	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-12	<i>Redevelopment Agency</i>	CDD and RA	2001-2010	RHSF and SFG
		H-13	<i>Unit Conversion Ordinance</i>	CDD and CC	July 2003	RF and GF
6.2.B	The City shall facilitate conservation and rehabilitation of some deteriorating housing units each year.	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-12	<i>Redevelopment Agency</i>	CDD and RA	2001-2010	RHSF and SFG
6.3.A	The City shall encourage mixed uses as a means of increasing the production of	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	affordable housing.	H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-3	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
		H-15	<i>Downtown Marketing and Design Plan</i>	CDD	Ongoing	RF and SFG
		H-16	<i>Waterfront Plan</i>	CDD	Ongoing	RF and SFG
6.3.B	Affordable housing objectives shall be consistent with expected growth rates in Rio Vista.	H-17	<i>Housing Needs Assessment</i>	CDD	Jan. 2003, reviewed every 3 years thereafter	RF and SFG
		H-18	<i>Monitoring Program</i>	CDD	Initiate 2002	RF and SFG
6.3.C	Future large-scale (≥400 units) discretionary project approvals (entitlements) shall be required to provide at least 10 percent of the units as multi-family housing or adopt mechanisms to ensure affordability of at least 10 percent of the units to low-income households.	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-7	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		H-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
6.3.D	Large property holdings shall be required to prepare specific plans, planned development permits, or master site plans to avoid breaking properties into smaller entitlements in order to avoid the affordable housing requirement of Policy 6.3.C.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-7	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		H-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
6.3.E	Assisted housing developments shall be developed and managed so that assisted units are not distinguishable from non-assisted units in the development. In the	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-7	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy			Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	case of 100 percent affordable developments, the project architecture, site amenities, and construction materials and methods shall be similar or superior in quality to that of the surrounding neighborhood. To avoid over-concentration of lower income households, no single neighborhood or planning sub-area (<i>see the Land Use element</i>) shall contain a disproportionate share of assisted (non-market-rate) units.	H-9	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		H-19	<i>Public Awareness/Education Program</i>	CDD and RA	Initiate in 2002	RF and SFG
6.3.F	The City shall ensure that adequate sites are available for affordable housing development in the Redevelopment Project Area and on appropriate infill sites.	H-11	<i>Residential Land Use Inventory Update</i>	CDD	Jan. 2003	RF, GF, and DF
		H-12	<i>Redevelopment Agency</i>	CDD and RA	2001-2010	RHSF and SFG
		H-15	<i>Downtown Marketing and Design Plan</i>	CDD	Ongoing	RF and SFG
		H-16	<i>Waterfront Plan</i>	CDD	Ongoing	RF and SFG
6.3.G	The City shall use regulatory incentives for the production of affordable housing.	H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-7	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		H-9	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	June 2003	RF, DF, and GF
6.3.H	The City shall provide appropriate financial incentives to ensure the construction of low-income housing.	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG
		H-19	<i>Public Awareness/Education Program</i>	CDD and RA	Initiate in 2002	RF and SFG
6.4.A	The City shall continue existing programs and develop new programs that facilitate	H-4	<i>State, and Federal Programs</i>	CDD and CVHA	Ongoing	RF, GF, and PAF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	the construction of senior housing, including facilities that provide a continuum of care (independent, assisted, and skilled nursing facilities) in one location.	H-5 H-12 H-20	Local Finance Programs Redevelopment Agency Public/Private Partnerships	CDD CDD and RA CDD	Ongoing 2001-2010 Initiate in 2002 and ongoing thereafter	RF and CDBG RHSF and SFG
6.4.B	The City shall facilitate construction of rental units that include day care facilities and are affordable to low- and very-low-income single female heads of household.	H-4 H-5 H-12 H-20 H-21	State, and Federal Programs Local Finance Programs Redevelopment Agency Public/Private Partnerships Interagency Coordination	CDD and CVHA CDD CDD CDD CDD, PW, and PRC	Ongoing Ongoing 2001-2010 Initiate in 2002 and ongoing thereafter Ongoing	RF, GF, and PAF RF and CDBG RHSF and SFG RF and SFG GF and RF
6.4.C	The City shall encourage construction of three+-bedroom units in multi-family rental complexes to help meet the housing needs of low-income large families.	H-24 H-4 H-10 H-12 H-22 H-23	Fee Structure State, and Federal Programs Density Bonus Program Redevelopment Agency Design Review Special Housing Needs Guidelines	CDD, PW, Finance, AD CDD and CVHA CDD CDD and RA CDD CDD, PC, and CC	Initiate in 2002 and ongoing annually thereafter Ongoing July 2003 2001-2010 As submitted by project developers and landowners 2002	DF RF, GF, and PAF RF, GF, and DF RHSF and SFG RF, GF, and DF RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
6.4.D	Accommodations for Disabled Persons: At least 5 percent of multi-family rental units in projects that include 20 or more units shall be accessible and adaptable to the handicapped. The City will review its land use policies, zoning ordinance and building code administrative procedures to ensure that accessible housing and retrofits or conversions are not discouraged and will provide information to the public regarding such measures as reduced parking requirements, process for requesting accommodation, and rights of the disabled under ADA and State codes.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC and CC	Jan. 2004	GF, AF and DF
		H-3	<i>Subdivision Ordinance Review and Update</i>	CDD, PW and CE	July 2003	RF, GF and DF
		H-19	<i>Public Awareness/Education Program</i>	CDD and RA	Initiate in 2002	RF and SFG
		H-22	<i>Design Review</i>	CDD	As submitted by project developers and landowners	RF, GF and DF
		H-23	<i>Special Housing Needs Guidelines</i>			
		H-25	<i>Americans with Disabilities Act</i>			
		H-26	<i>Uniform Building Code</i>	CDD	Ongoing	None required
6.4.E	The City shall, in conjunction with other Solano County jurisdictions, participate in local and regional efforts toward programs that will provide shelter for local residents without housing.	H-5	<i>Local Finance Programs</i>	CDD	Ongoing	RF and CDBG GF and RF
		H-21	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	
		H-27	<i>Regional Homeless Program</i>	CDD and RA	2003	RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
6.4.F	The City shall encourage the production of housing suitable for both seasonal and permanent farm workers in multifamily districts and agricultural districts both within and outside the City Limits. This includes areas previously annexed but still undeveloped, as well as infill and new development sites within City limits. The City will review the Zoning Ordinance for opportunities to allow farm worker housing and remove constraints; for example allowing boardinghouses in multifamily districts and single room occupancy hotels in commercial districts. Specific standards will be added for permitting multiple short term tenants in a dormitory, "room for rent" or boarding house facility. These facilities may be considered in a similar fashion as group homes.	H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	Zoning Ordinance Review and Update	CDD, PC and CC	Jan. 2004	GF, AF and DF
		H-3	Subdivision ordinance Review and Update	CDD, PW and CE	July 2003	RF, GF and DF
		H-4	State and Federal Programs			
		H-5	Local Finance Programs			
		H-10	Density Bonus Program	CM and SD	Ongoing	DF and GF
		H-11	Residential Land Use Inventory Update	PW and CDD	Ongoing	RF, GF, and DF
		H-12	Redevelopment Agency	CDD	Jan. 2003	RF, GF, and DF
		H-20	Public/Private Partnerships	CDD	Initiate in 2002 and ongoing thereafter	RF and SFG
		H-23	Special Housing Needs Guidelines	CDD, PC and CC	2002	RF and GF
6.5A	The City shall maintain sufficient capacity in the appropriate land use districts to allow for the Regional Housing Needs as determined by the Association of Bay Area Governments (Site Capacity Objectives, as shown in Tables 6-6, 6-18 and 6-19.)	H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-7	Development Agreements	CM and SD	Ongoing	DF and GF
		H-8	Development Review	PW and CDD	Ongoing	RF, GF and DF
		H-11	Residential Land Use Inventory Update	CDD	Jan. 2003	RF, GF and DF
		H-21	Interagency Coordination	CDD, PW and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b	
6.5.B	The City shall maintain sufficient multi-family designated land use and zoning districts to provide sufficient capacity for the low and very low income housing needs determined by the Association of Bay Area Governments	H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	Zoning Ordinance Review and Update	CDD, PC, and CC	Jan. 2003	GF , AF and DF
		H-7	Development Agreement	CM and SD	Ongoing	DF and GF
		H-8	Development Review	PW and CDD	Ongoing	RF, GF and DF
		H-11	Residential Land Use Inventory Update	CDD	Jan. 2003	RF, GF and DF
	Consistency rezoning will be made in the Neighborhood Core and Neighborhood Service Districts such that at least 25% of the land area in these districts to R-3 (multifamily residential, up to 29.2 DU/acre by right). The balance of the residential property in these districts will be rezoned to R-2 (up to 14 DU/acre). These districts are located mainly around the Highway 12/Church Road intersection on the Esperson and Riverwalk properties and at Canright Road on the Brann and Gibbs Ranches. This will provide at least 30 acres of multifamily-zoned land on these properties. The Trilogy development agreement already requires at least 10 acres of land to be designated for multifamily residential development. When the zoning ordinance revisions are completed, the properties will be redesignated to their permanent zoning districts, consistent with R-3 densities. (Site Capacity Objectives shown in table 6-6, 6-18 and 6-19).	H-21	Interagency Coordination	CDD, PW and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
6.6.A	The City shall recognize and conserve the existing, historical mix of single- and multi-family housing within stable historic neighborhoods by revising the zoning ordinance to allow a variety of housing types by right, within one zoning district.	H-2	Zoning Ordinance Review and Update	CDD, PC and CC	Jan. 2004	GF, AF and DF
		H-12	Redevelopment Agency	CDD and RA	2001-2010	RHSF and SFG
		H-22	Design Review	CDD	As submitted by project developers and landowners	RF, GF, and DF
6.6.B	The City shall revise the zoning and building codes to establish a local historic listing and use the State Historic Building Code wherever feasible.	H-2	Zoning Ordinance Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF and DF
		H-21	Interagency Coordination	CDD, PW and PRC	Ongoing	GF and RF
		H-22	Design Review	CDD	As submitted by project developers and landowners	RF, GF and DF
		H-26	Uniform Building Code	CDD	Ongoing	None required

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
6.6.C	The City shall encourage owners of properties with pre-existing and nonconforming second dwelling units to improve or bring these units up to code by revising the Zoning Ordinance to allow pre-existing second dwelling units by right within the historic district. The City shall consider allowing new second units by right in the district(s) that are revised.	H-2	<i>Zoning Ordinance Review and Update</i>	CDD	July 2003	GF and DF
		H-21	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		H-22	<i>Design Review</i>	CDD	As submitted by project developers and landowners	RF, GF, and DF
		H-26	<i>Uniform Building Code</i>	CDD	Ongoing	None required
6.6.D	The City shall prevent the conversion of identified "at-risk" federally assisted, lower income affordable housing units to market-rate rents.	H-3	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
		H-11	<i>Residential Land Use Inventory Update</i>	CDD	Jan. 2003	RF, GF, and DF
		H-13	<i>Unit Conversion Ordinance</i>	CDD and CC	July 2003	RF and GF
		H-17	<i>Housing Needs Assessment</i>			
		H-29	<i>Assisting "At-Risk" Units</i>	CDD and RA	As needed	RF and SFG
6.7.A	The City shall continue to allow factory-built housing with permanent foundations that also meet design review requirements on any parcel designated for residential uses.	H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-22	<i>Design Review</i>	CDD	As submitted by project developers and landowners	RF, GF, and DF
		H-28	<i>Government Code Section 65853</i>	CDD	Ongoing	RF, DF, and PF
6.7.B	The City shall encourage existing multi-family housing and second dwelling units to remain viable within the downtown and historic residential districts.	H-1	<i>General Plan Review and Update</i>	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
6.7.C	The City shall consider a variety of efforts to reduce the cost of units that are legally committed to long-term affordability to lower income households.	H-11	Residential Land Use Inventory Update	CDD	Jan. 2003	RF, GF, and DF
		H-21	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
		H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	Zoning Ordinance Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
6.7.D	The City shall revise existing zoning to encourage upstairs or "back of the store" living units in downtown commercial areas, where vacant or unutilized space exists.	H-12	Redevelopment Agency	CDD and RA	2001-2010	RHSF and SFG
		H-22	Design Review	CDD	As submitted by project developers and landowners	RF, GF, and DF
		H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	Zoning Ordinance Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
6.7.E	In addition to the above policies, the City shall revise the Zoning and Subdivision Ordinances consistent with the General Plan to provide for the following measures, which particularly affect constraints on housing:	H-21	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
		H-1	General Plan Review and Update	CDD	July 2002, July 2006 (Revision)	GF and DF
		H-2	Zoning Ordinance Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		H-3	Subdivision Ordinance Review and Update	CDD, PW, and CE	July 2003	RF, GF, and DF
		H-21	Interagency Coordination			

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	Land Use Element: At least 25% and as much as 50% of housing units in the Neighborhood Core and Neighborhood Service Districts and 20% of the Neighborhood Residential District may be attached or multi-family housing by right (Neighborhood Residential is the largest residential land use district, with some 2,100 acres. Consistency Rezoning: At least 25% of the land area in the Neighborhood Core and at least 20% of the land in the Neighborhood Service districts shall be zoned R-3, with the balance of the residential land in these districts zoned R-2. Circulation Element: Performance street standards that reduce street widths.			CDD, PW, and PRC		
6.7.F	The City shall continue to use regulatory incentives and the development review process to encourage innovative housing types, site planning, and mixed-use developments.	H-8 H-22	Development Review Design Review	PW and CDD CDD	Ongoing As submitted by project developers and landowners	RF, GF, and DF RF, GF, and DF
		H-30	Regulatory Incentives	CDD	Ongoing	None required
6.8.A	The City shall promote energy and water conservation designs and features in residential developments.	H-4 H-5	State, and Federal Programs Local Finance Programs	CDD and CVHA CDD	Ongoing Ongoing	RF, GF, and PAF RF and CDBG

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
6.9.A	The City shall encourage fair housing practices throughout the City.	H-19	Public Awareness/Education Program	CDD and RA	Initiate in 2002	RF and SFG
		H-22	Design Review	CDD	As submitted by project developers and landowners	RF, GF, and DF
		H-31	Title 24 of the Building Code	CDD	Ongoing	None required
		H-4	State, and Federal Programs	CDD and CVHA	Ongoing	RF, GF, and PAF
		H-19	Public Awareness Education/Program	CDD and RA	Initiate in 2002	RF and SFG
6.9.B	The City shall support State, and Federal provisions for enforcing anti-discrimination laws.	H-32	Unfair Housing Practices Grievance Procedure	CDD, RA, and CC	2002	None required
		H-21	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
		All Implementing Actions apply to this Policy				
6.10.A	The shall strive to meet the Quantified Production Objectives stated in Table 6-6 through a combination of construction of new affordable housing, rehabilitation of deteriorating units, and conservation of affordable housing as specified in Table 6-19.	All Implementing Actions apply to this Policy				

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	Economic Development					
7.1.A	The City shall make every effort to attract new job-producing businesses that will maximize economic benefits to existing residents and businesses, and attract other businesses to Rio Vista.	ED-1	Economic Development Program	CDD	Ongoing	RF and GF
		ED-2	Economic Development Strategic Plan	CDD	Initiate in July 2002	RF and DF
		ED-3	Business Assistance Programs			
		ED-4	Rio Vista Redevelopment Plan	CDD, CM, and.CC	Ongoing	GF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
7.1.B	The City shall concentrate its business assistance efforts on the most productive, cost-effective, and compatible industrial sectors: • Those most likely to be attracted to a community with Rio Vista’s attributes; • Sectors that will produce the most basic manufacturing jobs and related service needs; and • Sectors that are environmentally and otherwise compatible with the community.	ED-1	Economic Development Program	CDD	Ongoing	RF and GF
		ED-2	Economic Development Strategic Plan	CDD	Initiate in July 2002	RF and DF
		ED-3	Business Assistance Programs			
		ED-4	Rio Vista Redevelopment Plan	CDD, CM, and CC	Ongoing	GF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
7.1.C	The City shall investigate and use all feasible means of providing economic and other incentives to new businesses and business retention/expansions.	ED-4	Rio Vista Redevelopment Plan	CDD, CM, and CC	Ongoing	GF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
		ED-6	Ordinance and Regulation Review	CDD, PC, and CC	Jan. 2004	DF and GF
7.2.A	The City shall strive to achieve a long-	ED-1	Economic Development Program	CDD	Ongoing	RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	term jobs/housing balance of at least 1.0 and work toward a goal of one job for every employed Rio Vista resident. The City will attempt to maintain these ratios at or above their current levels.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-3	<i>Business Assistance Programs</i>			
7.2.B	The City shall designate sufficient industrial land to meet the projected employment needs of the City.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in July 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
7.2.C	The City shall work with Solano County and nearby municipalities to provide for one job within a 30-minute commute distance for all employed residents.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-3	<i>Business Assistance Programs</i>			
7.3.A	The City shall continue efforts to attract and retain businesses that are compatible with public service constraints and do not create significant environmental concerns or nuisances, such as noise or dust.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.4.A	Where only one service center or function serves the community, such as the library, City Hall, or post office, that facility shall be located downtown.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.4.B	Cultural, civic, entertainment, specialty retail uses and supporting uses and activities shall be located in the	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	downtown and adjacent areas. The City shall encourage the establishment of restaurants and other entertainment uses, boutiques, video stores, antique shops, and second-hand shops.	ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-8	<i>Downtown and Waterfront Specific Plan</i>	CDD, PW, PC, and CC	Initiate in June 2003	RF
7.4.C	Employment, professional office and medical uses, and housing shall be encouraged in the historic downtown. Design, access, parking and building scale shall be made compatible with the existing character and functions of the surrounding area.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-8	<i>Downtown and Waterfront Specific Plan</i>	CDD, PW, PC, and CC	Initiate in June 2003	RF
7.4.D	The City shall limit highway commercial and other uses not compatible with the historic character of the downtown.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.4.E	The City shall encourage additional mixed uses in the downtown.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-8	<i>Downtown and Waterfront Specific Plan</i>	CDD, PW, PC, and CC	Initiate in June 2003	RF
7.5.A	New retail shall provide goods and services not currently available or for which an unmet demand clearly exists; new retail shall be sized in proportion to market demand. New retail at Highway 12/Church Road shall not replicate the retail niches outlined for other areas.	ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-9	<i>Retail Market Analysis</i>	CDD	As submitted and ongoing thereafter	GF and RF
7.5.B	Development of any new shopping center shall be phased appropriately with new housing construction and shall be supported by new household expenditures.	ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-9	<i>Retail Market Analysis</i>	CDD	As submitted and ongoing thereafter	GF and RF
7.5.C	The City shall ensure adequate visibility and vehicular access at Highway 12/Church Road. Highway commercial uses, while allowed, shall not dominate the Church Street frontage and shall account for a small portion of the total land area.	ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
7.5.D	The City shall encourage complementary and supporting uses, including neighborhood- and local-serving businesses,	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	borhood- and local-serving businesses, employment uses (office and related), personal and business services, public, medical, and institutional uses.	ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
7.6.A	The City shall encourage the development of small-scale neighborhood commercial, services, "flex" space, office, and retail uses. The scale and character of such uses shall be compatible with the Airport restrictive districts and neighboring residential uses.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
7.7.A	The City shall ensure that auto-oriented commercial uses that front on arterial streets present a high-quality design and are adequately screened from adjacent uses. The City shall require connections, cross-reciprocal easements for parking, and access to/from adjacent commercial sites. Drive-through windows and curb cuts shall be limited to minimize circulation and access impediments.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
7.7.B	The City shall facilitate relocation of the auto and farm implement dealerships to better visibility on larger sites.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	<i>Rio Vista Redevelopment Program</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		ED-8	<i>Downtown and Waterfront Specific Plan</i>	CDD, PW, PC, and CC	Initiate in June 2003	RF
7.7.C	The City shall target this area for auto sales sites and other major highway commercial uses rather than at the Church Road intersection.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.8.A	The City shall ensure that adequate lands are available for service commercial activities required by businesses and individuals.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.8.B	The City shall encourage service commercial uses in the districts specifically designated for these uses, as well as in the Business Park (former airport site). These uses shall be limited to only those necessary to serve nearby businesses in the Airport Road industrial areas.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.9.A	The City shall continue to encourage the location of service, industrial, and manufacturing sites in this area.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
7.9.B	The City shall improve the area's attractiveness to businesses contemplating locating in Rio Vista by the following actions:	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-11	<i>Assessment Districts</i>	CDD and RA	Ongoing	PO, Bonds, and GF
		ED-12	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
7.9.C	The City shall encourage more intensive development and redevelopment of this area.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-11	<i>Assessment Districts</i>	CDD and RA	Ongoing	PO, Bonds, and GF

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Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
		ED-12	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
7.9.D	This area shall be developed in a similar character and intensity as the Rio Vista Business Park (former airport).	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.9.E	River Road shall continue to be a primary truck route, providing access to all industrial districts.			CDD	Jan. 2003	RF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.10.A	The City shall continue to promote construction of new commercial structures sized for small to medium businesses.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.10.B	The City shall continue to allow auto maintenance; service uses; and light industrial, warehouse, and manufacturing uses.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
7.10.C	The City shall seek to make the Business Park more attractive to new businesses by upgrading the design of new buildings, providing needed infrastructure, and emphasizing additional landscaping and	ED-4	<i>Rio Vista Redevelopment Plan</i>	CDD, CM, and CC	Ongoing	GF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	upgrading the design of new buildings, providing needed infrastructure, and emphasizing additional landscaping and other improvements.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-11	<i>Assessment Districts</i>	CDD and RA	Ongoing	PO, Bonds, and GF
7.11.A	The standard to be achieved is 10 employees per acre or 1 employee per 1,000 square feet of building area.	ED-1	<i>Economic Development Program</i>	CDD	Ongoing	RF and GF
		ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-13	<i>Contract Consistency Review</i>	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
7.11.B	The City shall encourage business service, manufacturing, office, and research.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-5	<i>Economic Development Assistance</i>	CDD	Ongoing	GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-12	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		ED-13	<i>Contract Consistency Review</i>	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
		ED-14	<i>Airport Master Plan</i>	CDD and PW	Ongoing	GF and RF
7.11.C	Warehouse uses shall be minimized.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF

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Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
7.11.D	The City shall encourage a mix of industrial, commercial, technical, and service uses that generate employment and serve the employees.	ED-5	Economic Development Assistance	CDD	Ongoing	GF
		ED-7	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		ED-12	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		ED-13	Contract Consistency Review	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
		ED-14	Airport Master Plan	CDD and PW	Ongoing	GF and RF
		ED-2	Economic Development Strategic Plan	CDD	Initiate in Aug. 2002	RF and DF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
		ED-7	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		ED-12	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		ED-13	Contract Consistency Review	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
7.11.E	The quality of development shall be set to a higher standard than at the Business Park (former airport).	ED-14	Airport Master Plan	CDD and PW	Ongoing	GF and RF
		ED-10	Design Standards and Guidelines	CDD	June 2003	GF
7.11.F	The most intensive development shall occur north of Airport Road.	ED-2	Economic Development Strategic Plan	CDD	Initiate in Aug. 2002	RF and DF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF

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Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b	
7.12.A	Spaces shall be developed with airport-related services and other uses compatible with both runway and vehicular access.	ED-7	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		ED-12	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		ED-13	Contract Consistency Review	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
		ED-14	Airport Master Plan	CDD and PW	Ongoing	GF and RF
		ED-2	Economic Development Strategic Plan	CDD	Initiate in Aug. 2002	RF and DF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
		ED-7	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		ED-12	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		ED-13	Contract Consistency Review	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
		ED-14	Airport Master Plan	CDD and PW	Ongoing	GF and RF
7.13.A	The City shall seek to provide adequate infrastructure to all business parks and commercial districts.	ED-2	Economic Development Strategic Plan	CDD	Initiate in Aug. 2002	RF and DF
		ED-4	Rio Vista Redevelopment Plan	CDD, CM, and CC	Ongoing	GF
		ED-5	Economic Development Assistance	CDD	Ongoing	GF
		ED-12	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
7.14.A	The City shall include technology and	ED-2	Economic Development Strategic Plan	CDD	Initiate in Aug. 2002	RF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	telecommunications in the Economic Development Strategic Plan.					
7.14.B	The City shall encourage service providers to provide high-speed internet and telecommunications capability and keep their facilities up-to-date.	ED-2	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
		ED-11	<i>Assessment Districts</i>	CDD and RA	Ongoing	PO, Bonds, and GF
		ED-13	<i>Contract Consistency Review</i>	CDD, CM, and RA	Initiate in July 2002 and ongoing thereafter	GF and RF
7.14.C	The City shall identify the range of business needs and, to the extent possible or allowed under Federal and State regulations, require that those needs be met as a condition of franchise agreements and other entitlements.	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF
		ED-15	<i>Franchise Ordinance</i>	CDD and F	Jan. 2003	GF and AF
7.14.D	The City shall determine sufficient standards for new development (both residential and nonresidential) to ensure that facilities are installed during the development process.	ED-7	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		ED-10	<i>Design Standards and Guidelines</i>	CDD	June 2003	GF
7.14.E	The City shall encourage telecommuting and home business use of the Internet as	ED-6	<i>Ordinance and Regulation Review</i>	CDD, PC, and CC	Jan. 2004	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	and home business use of the Internet as a means of supporting business start-ups and reducing regional traffic congestion.					
Circulation & Mobility						
8.1.A	The City shall designate land uses in a manner that minimizes use of the automobile within the city limits.	CM-1 CM-2	<i>Land Use Map Specific Plans</i>	CDD CDD, PC, CC, PW, and Finance	Jan. 2003 July 2003	RF RF, DF, and GF
8.1.B	The City shall not require a single design standard; multiple standards shall be allowed as needed to achieve the desired expansion of vehicular, pedestrian, and bicycle capacity over time.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.C	The City shall ensure that highway expansion is implemented in a manner that preserves as much as possible of the rolling hillsides and views, even if design speeds will be lower than similar state highways.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.D	The City shall consider the "typical" Caltrans expressway design inappropriate within the city limits.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.E	The City shall require sidewalks on public streets in all new developments, as shown in Figures 8-6 through 8-11.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
8.1.F	The City shall ensure that signals, turn lanes, roundabouts, and other intersection improvements are used appropriately, to reduce the restrictions of intersections on lane capacity.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.G	The City shall ensure that individual properties or development sites are not viewed as self-contained islands.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.H	The City shall encourage the use of properly designed "park once" concepts between adjacent retail and similar uses.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.I	The City shall ensure that pedestrians, bicyclists, and vehicles are not required to travel a circuitous route to access adjacent services or nearby shopping.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.1.J	The City shall avoid placement of travel lanes immediately next to sidewalks in the plans for street widening.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.2.A	The City shall improve traffic controls and pedestrian access on Highway 12.	CM-4	<i>Development Review</i>	PW and CDD	Ongoing June 2003	RF, GF, and DF GF, DF, and RF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM		
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF

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Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
8.2.B	The City shall ensure that future development and roadway capacities are in balance.	CM-7	Traffic Reduction Measures	CDD and PW	Jan. 2004	GF and DF
		CM-8	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
		CM-9	Local, State, and Federal Funds	CDD	Ongoing	RF and GF
		CM-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	Roadway Impact Fee Program	CDD	Ongoing	DF
		CM-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	Roadway Impact Fee Program	CDD	Ongoing	DF
8.2.C	The City shall ensure that new and upgraded arterial streets and their intersections are designed and built to function at least at level of service (LOS) "D," (acceptable delay) during peak traffic periods.	CM-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	Roadway Impact Fee Program	CDD	Ongoing	DF
8.2.D	The City shall maintain a level of service (LOS) "D" as the target LOS for all major street intersections not specified as LOS "E" by Policies 8.2.F and 8.2.G.	CM-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	Roadway Impact Fee Program	CDD	Ongoing	DF
8.2.E	The City shall maintain a level of service (LOS) "E" for the downtown, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility are or will be primary considerations as the community grows.	CM-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	Roadway Impact Fee Program	CDD	Ongoing	DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		CM-4	<i>Development Review</i>	CDD	Ongoing	RF, GF and DF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF
8.2.G	The City shall implement the specifications for rights-of-way and improvements that are shown in <i>Table 8-11</i> for existing and future arterial streets.	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF
8.2.H	The City shall ensure that future arterial streets are constructed in accordance with the right-of-way and design standards shown in <i>Figure 8-6</i> .	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF
8.2.I	The City shall ensure that new development is responsible for funding and construction of necessary improvements that are directly attributable to the impacts generated by that project.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
8.2.J	The City shall require that new development projects mitigate their share of offsite traffic impacts (outside the boundaries of the specific development properties) in order to maintain the level of service standards of Policies 8.2.D, 8.2.E, 8.2.F, and 8.2.G.	CM-4 CM-6	<i>Development Review</i> <i>Roadway Impact Fee Program</i>	PW and CDD CDD	Ongoing Ongoing	RF, GF, and DF DF
8.2.K	The City shall ensure improvements are provided prior to the deterioration of levels of service below the standards of Policies 8.2.D, 8.2.E, 8.2.F, and 8.2.G.	CM-4 CM-5 CM-6	<i>Development Review</i> <i>Capital Improvement Program</i> <i>Roadway Impact Fee Program</i>	PW and CDD CDD, PW, Finance, and CM CDD	Ongoing June 2003 Ongoing	RF, GF, and DF GF, DF, and RF DF
8.2.L	Where feasible, the City shall improve safety and traffic flow for both cars and pedestrians on existing streets and congested intersections.	CM-5 CM-6	<i>Capital Improvement Program</i> <i>Roadway Impact Fee Program</i>	CDD, PW, Finance, and CM CDD	June 2003 Ongoing	GF, DF, and RF DF
8.2.M	As development occurs adjacent to these proposed streets or earlier if the need arises, the City shall ensure that the collector and important local street system is completed as shown in Figure 8-3.	CM-3 CM-4 CM-5 CM-6	<i>Roadway Performance Criteria and Street Design</i> <i>Development Review</i> <i>Capital Improvement Program</i> <i>Roadway Impact Fee Program</i>	CDD and PW PW and CDD CDD, PW, Finance, and CM CDD	With General Plan July 2002 and ongoing thereafter Ongoing June 2003 Ongoing	DF and GF RF, GF, and DF GF, DF, and RF DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
8.2.N	The City shall ensure that rights-of-way, performance standards, and design characteristics for future arterial and collector streets are implemented as shown in <i>Figures 8-6 and 8-7</i> .	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.2.O	The City shall require improvement and performance standards for local streets (as shown in <i>Figures 8-6 through 8-12</i>) in new developments. (Note: additional design and performance requirements for adjacent lots are discussed in the <i>Community Character & Design element</i>).	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.2.P	The City shall require new development to provide signals or other improvements at appropriate intersections in a timely manner, to prevent the deterioration of service levels.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.2.Q	The City shall ensure that the first priority of improvements is at intersections, followed by segment (lane) expansion.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.2.R	The City shall ensure that intersection improvements, including signals, are provided prior to meeting any necessary Caltrans warrants, to prevent deteriora-	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	tion of service levels.	CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF
8.2.S	The City shall construct intersection and traffic signals as needed to avoid deterioration of service levels while waiting for an adjacent property owner to develop.	CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-6	<i>Roadway Impact Fee Program</i>	CDD	Ongoing	DF
8.3.A	The City shall provide a continuous system of sidewalks along streets.	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
8.3.B	The City shall complete the comprehensive pedestrian and bicycle systems, including off-street multipurpose paths and trails linking major new development areas with the waterfront.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CM-13	<i>Countywide Bicycle Plan</i>	CDD and PW	Ongoing	RF, DF, and GF
8.3.C	The City shall develop pedestrian and bicycle paths in the trail corridor and along the waterfront.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CM-13	<i>Countywide Bicycle Plan</i>	CDD and PW	Ongoing	RF, DF, and GF
		CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
8.3.D	The City shall maintain the bicycle pathway system in a condition that provides a safe means of bicycle travel	CM-14	<i>Assessment Districts</i>	CDD	Ongoing with development agreement	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	and connects to all parts of the City.	CM-15	<i>Bikeways and Trails Maintenance Program</i>	PW	Ongoing	GF
8.3.E	The City shall separate bikeways from streets wherever possible. Where off-road bicycle paths are not possible, the City shall designate on-street bicycle lanes.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
8.3.F	The City shall require maintenance assessment districts, lighting and landscaping districts, homeowner associations, and other appropriate funding mechanisms for maintenance of bikeways and trails.	CM-4 CM-10	<i>Development Review</i> <i>Development Agreements</i>	PW and CDD CM and SD	Ongoing Ongoing	RF, GF, and DF DF and GF
8.3.G	The City shall require nonresidential developments to build clearly identified internal walkways that are distinct from roadways and directly connect building entrances to public sidewalks and transit stops.	CM-4 CM-10	<i>Development Review</i> <i>Development Agreements</i>	PW and CDD CM and SD	Ongoing Ongoing	RF, GF, and DF DF and GF
8.3.H	The City shall ensure that developments are designed carefully to prevent parking lots, loading and delivery areas, and sound walls and buffers from becoming barriers to pedestrians and bicyclists. The City shall ensure that adjacent land uses do not prevent access between buildings, walkways, and parking areas.	CM-4 CM-10	<i>Development Review</i> <i>Development Agreements</i>	PW and CDD CM and SD	Ongoing Ongoing	RF, GF, and DF DF and GF
8.3.I	As bikeways are constructed the City	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	shall ensure that they provide direct routes to major employment centers from residential areas.	CM-10 CM-12	<i>Development Agreements</i> <i>Trails and Pathways Map</i>	CM and SD CDD, PW, CC, PC, and RC	Ongoing Jan. 2003	DF and GF RF, GF, and DF
8.3.J	The City shall incorporate bicycle facilities into the design of arterial streets, intersections, and other street improvement projects.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4 CM-12	<i>Development Review</i> <i>Trails and Pathways Map</i>	PW and CDD CDD, PW, CC, PC, and RC	Ongoing Jan. 2003	RF, GF, and DF RF, GF, and DF
8.3.K	The City shall provide for safe walkways, pedestrian and bicycle crossings for arterial streets, Highway 12, creeks, and other physical barriers.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CM-15	<i>Bikeways and Trails Maintenance Program</i>	PW	Ongoing	GF
8.3.L	The City shall construct sidewalks on new or reconstructed streets with a separation from the curb by including a landscaped parkway or greenbelt wide enough to allow for planting of shade trees.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4 CM-12	<i>Development Review</i> <i>Trails and Pathways Map</i>	PW and CDD CDD, PW, CC, PC, and RC	Ongoing Jan. 2003	RF, GF, and DF RF, GF, and DF
8.3.M	The City shall ensure the provision of	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	secure bicycle parking at centers of public and private activity. The City shall require new commercial development to provide bicycle parking.	CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CM-15	<i>Bikeways and Trails Maintenance Program</i>	PW	Ongoing	GF
8.3.N	The City shall actively promote bicycling and bicycle safety.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-12	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		CM-16	<i>Public Education and Outreach</i>	CDD, PW, and PD	Initiate in Jan. 2004	GF, DF, and RF
8.3.O	The City shall plan for a multi-modal transfer site that incorporates automobile parking areas, bike parking, transit, pedestrian paths, and park-and-ride pick-up points. (Also, see Resource Conservation and Management Element for General Plan Policy 10.6.H.)	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF and DF
		CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF and RF
		CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-16	<i>Public Education and Outreach</i>	CDD, PW and PD	Initiate in Jan. 2004	GF, DF and RF
8.4.A	The City shall ensure that development patterns avoid an excessive concentration of traffic on streets that funnel traffic to existing residential streets or to Highway 12.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	Dec. 2002	RF, DF, and GF
		CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.4.B	The City shall encourage the dispersal of traffic to discourage the overuse of any	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	single neighborhood collector or local street, by using traffic-calming measures, increasing route choices, and related actions.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.4.C	The City shall require new development to provide multiple connections through a grid or grid-like system of local streets with multiple connection opportunities, both internally and to potential future developments.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.4.D	The City shall discourage development of discrete "pods" or "villages" with limited interlinks.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.4.E	The City shall maximize the number of connections to existing neighborhoods to reduce traffic concentration.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.4.F	The City shall require neighborhood traffic management design to be incor-	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	porated into all new developments in order to avoid future through-traffic problems.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4 CM-10	<i>Development Review Development Agreements</i>	PW and CDD CM and SD	Ongoing Ongoing	RF, GF, and DF DF and GF
8.4.G	As part of traffic mitigation, the City shall require retrofitting of potential problem streets in existing neighborhoods.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4 CM-17	<i>Development Review Neighborhood Improvement Program</i>	PW and CDD PD and CDD	Ongoing Initiate in 2002 and ongoing thereafter	RF, GF, and DF RF and GF
8.5.A	The City shall emphasize deterrents to through-traffic; physical obstacles shall be installed only as a last resort.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.6.A	The City shall ensure that a mix of uses and intensities are programmed for areas within ¼- to ½- mile radii of logical future	CM-1 CM-2	<i>Land Use Map Specific Plans</i>	CDD CDD, PC, CC, PW, and Finance	Jan. 2003 July 2003	RF RF, DF, and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	transit routes and commercial activity centers. Park and Ride lots will be located where convenient and accessible; most likely adjacent to Highway 12 within the Neighborhood Core District.	CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
8.6.B	The City shall ensure that the physical design of new development projects facilitates transit use.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.6.C	As population growth and circumstances warrant, the City shall provide reliable bus service to Rio Vista residents. The City shall continue to provide the current service to destinations within and outside Rio Vista.	CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF
8.6.D	The City shall support improved access to public transportation by people with impaired mobility.	CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF
8.6.E	Where needed, the City shall supplement the future public transit system with continued availability of paratransit services.	CM-5	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
8.6.F	The City shall encourage private taxi service in Rio Vista.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF
8.6.G	The City shall encourage innovative methods of running shuttle services within Rio Vista as needed.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF
8.6.H	The City shall actively support the plans of transit service providers to increase service frequency and hours of service. The Solano Transportation authority's Comprehensive Transportation Plan, Transit Element, is incorporated by reference into the Rio Vista circulation and Mobility Element.	CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF
		CM-18	<i>Transportation Development Act</i>	CDD and PW	Ongoing	LTF and GF
		CM-19	<i>Transportation Systems Management</i>	CDD and PW	Ongoing	RF and DF
8.7.A	The City shall enhance the character of arterials, collectors, and local streets with landscaping and special design elements in and adjacent to residential neighborhoods.	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		CM-20	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		CM-21	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
8.7.B	The City shall reduce the negative effects caused by roadways on visual quality, air quality, and noise.	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
8.8.A	The City shall provide for additional private boat berths, public access, and support facilities on the waterfront in order to allow residents of the City and region to enjoy water-oriented recreation, public transportation, and commercial opportunities on the Sacramento River.	CM-2	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-20	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		CM-21	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
8.8.B	The City shall use any eligible sources of local, state, and federal funding to accomplish the dredging, shoreline stabilization, public access, and construction of recreational facilities.	CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
8.9.A	The City shall continue to implement requirements for handicapped parking and building access in public and private developments.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-17	<i>Neighborhood Improvement Program</i>	PD and CDD	Initiate in 2002 and ongoing thereafter	RF and GF
		CM-22	<i>Uniform Building Code</i>	CDD	Ongoing	None required
8.10.A	The City shall actively participate in	CM-7	<i>Traffic Reduction Measures</i>	CDD and PW	Jan. 2004	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	regional planning efforts and programs at the Bay Area, County, and subregional level to reduce regional traffic growth.	CM-8	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
8.11.A	The City shall work with the Solano Transportation Authority (STA) and Metropolitan Transportation Commission (MTC) to begin the process of establishing the new bridge.	CM-7	<i>Traffic Reduction Measures</i>	CDD and PW	Jan. 2004	GF and DF
		CM-8	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
8.11.B	The City shall conduct a new bridge study that focuses on a bypass and new bridge aligned with the present Airport Road as a supplement to the Caltrans (1992) study and the <i>Highway 12 Major Investment Study and Project Study Report Evaluation</i> (Korve Engineering, 2001). The City shall incorporate operational and institutional measures to improve efficiency of the existing bridge.	CM-8	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		CM-9	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
8.12.A	The City shall ensure that rights-of-way, performance standards, and design characteristics for Highway 12 are varied as appropriate; a "one design fits all" approach is not appropriate.	CM-3	<i>Roadway Performance Criteria and Street Design</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	DF and GF
		CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-8	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		CM-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
8.12.B	As Highway 12 is expanded, the City shall	CM-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	ensure that lower design speeds are used where necessary to preserve the rolling hillside character of the corridor. The City shall ensure that there is minimal encroachment by roadway expansion on sensitive areas adjacent to the highway.	CM-23	<i>Local Sensitive Resource Areas Map</i>	CDD	With General Plan July 2002 and ongoing thereafter	DF
8.12.C	The City shall create view corridors and open space areas near the proposed trail and drainageways between Church Road and Drouin Drive.	CM-23	<i>Local Sensitive Resource Areas Map</i>	CDD	With General Plan July 2002 and ongoing thereafter	DF
8.12.D	The City shall limit “back-up” walls as much as possible along the residential sections of the corridor and encourage the alternative use of landforms and open space for noise mitigation wherever feasible.	CM-5	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		CM-20	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		CM-21	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
8.12.E	The City shall initiate a Highway 12 corridor design process that includes all stakeholders (private landowners and developers, Caltrans, the Highway 12 Association, local residents, and business owners) to create an appropriate standard for future expansion throughout the corridor and more immediate improvements between Drouin Drive and the Rio Vista Bridge.	CM-8	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		CM-9	<i>Local, State, and Federal Funding</i>	CDD	Ongoing	RF and GF
		CM-11	<i>Public/Private Cooperation</i>	CDD and PW	Ongoing	RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
Open Space & Recreation						
9.1.A	As development and redevelopment occur, the City shall require public access to the Sacramento River from the nearest public street and walkways.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-3	<i>Rio Vista Waterfront Plan</i>	CDD	Initiate in June 2003	RF and GF
		OSR-4	<i>Army Base Reuse Master Plan</i>	CDD and CC	Ongoing	RF
9.1.B	A pedestrian boardwalk shall be provided along the waterfront that links Main Street to the Rio Vista Bridge.	OSR-3	<i>Rio Vista Waterfront Plan</i>	CDD	Initiate in June 2003	RF and GF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
9.1.C	The City shall enhance the Sacramento River and its waterfront as a scenic resource consistent with water-oriented recreation.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-3	<i>Rio Vista Waterfront Plan</i>	CDD	Initiate in June 2003	RF and GF
		OSR-4	<i>Army Base Reuse Master Plan</i>	CDD and CC	Ongoing	RF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		OSR-6	<i>Design Guidelines</i>	CDD and PC	June 2003	GF and DF
9.1.D	Public access shall be provided to the River through the former Army Reserve Base site.	OSR-4	<i>Army Base Reuse Master Plan</i>	CDD and CC	Ongoing	RF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
9.1.E	The City shall pursue a pedestrian connection between the former Army Reserve Base site and Sandy Beach Regional Park.	OSR-4	<i>Army Base Reuse Master Plan</i>	CDD and CC	Ongoing	RF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
9.2.A	An integrated open space network within the City shall be developed that links open space and natural habitat resources,	OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	recreation areas, schools, downtown, the waterfront, and residential neighborhoods.	OSR-8	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		OSR-9	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		OSR-10	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
9.2.B	An interconnecting system of open space corridors shall be provided that incorporates trails and pedestrian paths.	OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-8	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
		OSR-9	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		OSR-10	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
9.2.C	Opportunities for preservation and maintenance of open space resources shall be maximized, including the establishment of private open space areas and coordination with private and public organizations.	OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		OSR-9	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		OSR-10	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		OSR-11	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
9.2.D	All new development shall be required to provide direct or alternative linkages to existing and planned open space systems where feasible.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
9.3.A	The City shall acquire land for, and provide trails and paths to and through, scenic areas, natural habitats, open spaces, and existing and proposed urban areas.	OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
9.3.B	Floodways, and floodplains as needed, shall be reserved and/or acquired in fee or by easement for trails and passive recreation to accommodate the facilities shown on the adopted Trails & Pathways Map in the Circulation & Mobility element.	OSR-2 OSR-8 OSR-10	<i>Dedications, Fees, and Exactions</i> <i>Trails and Pathways Map</i> <i>Sensitive Local Resource Areas Map</i>	CDD CDD, PW, CC, PC, and RC CDD	Ongoing Jan. 2003 With General Plan July 2002	DF RF, GF, and DF DF and RF
9.3.C	Bikeways, hiking trails, equestrian trails, rest areas, and picnicking accommodations shall be located within designated trail corridors wherever feasible.	OSR-1 OSR-2 OSR-6 OSR-7 OSR-8 OSR-9 OSR-12	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i> <i>Design Guidelines</i> <i>Park Definitions, Standards, and Siting Criteria</i> <i>Trails and Pathways Map</i> <i>Development Agreements</i> <i>Parks Master Plan</i>	PW and CDD CDD CDD and PC CDD, PW, PC, and RC CDD, PW, CC, PC, and RC CM and SD CDD, PW, PC, and PRC	Ongoing Ongoing June 2003 Initiate in 2002 Jan. 2003 Ongoing Initiate in 2002	RF, GF, and DF DF GF and DF RF and DF RF, GF, and DF DF and GF GF, RF, and DF
9.3.D	Land development shall allow sufficient right-of-way along designated trails to ensure that scenic and aesthetic qualities of the corridor are maintained.	OSR-1 OSR-2	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i>	PW and CDD CDD	Ongoing Ongoing	RF, GF, and DF DF
9.3.E	Designated trails or corridors in new development shall be constructed by the developer and offered for dedication to the City.	OSR-1 OSR-2 OSR-8	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i> <i>Trails and Pathways Map</i>	PW and CDD CDD CDD, PW, CC, PC, and RC	Ongoing Ongoing Jan. 2003	RF, GF, and DF DF RF, GF, and DF
9.3.F	As with streets and sidewalks, trails or corridors within the public right-of-way	OSR-1 OSR-2	<i>Development Review</i> <i>Dedications, Fees, and Exactions</i>	PW and CDD CDD	Ongoing Ongoing	RF, GF, and DF DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	shall be considered right-of-way improvements as required by State law and City ordinance, rather than trail or parkland dedication.	OSR-8	<i>Trails and Pathways Map</i>	CDD, PW, CC, PC, and RC	Jan. 2003	RF, GF, and DF
9.3.G	The City shall complete the trail system within previously developed areas or public lands.	OSR-5 OSR-8	<i>Local, State, and Federal Funds</i> <i>Trails and Pathways Map</i>	CDD CDD, PW, CC, PC, and RC	Ongoing Jan. 2003	RF and GF RF, GF, and DF
9.3.H	Trails or trail/open space corridors shall be located adjacent to streets and/or areas that facilitate pedestrian access wherever feasible.	OSR-6 OSR-7 OSR-8 OSR-12	<i>Design Guidelines</i> <i>Park Definitions, Standards, and Siting Criteria</i> <i>Trails and Pathways Map</i> <i>Parks Master Plan</i>	CDD and PC CDD, PW, PC, and RC CDD, PW, CC, PC, and RC CDD, PW, PC, and PRC	June 2003 Initiate in July 2003 2002 Initiate in July 2003 2002	GF and DF RF and DF RF, GF, and DF GF, RF, and DF
9.3.I	The City's minimum trails standard per 1,000 residents shall be as follows: 1 mile of developed trail or 3 acres of trails corridor space, whichever is greater.	OSR-7 OSR-13	<i>Park Definitions, Standards, and Siting Criteria</i> <i>General Plan Update</i>	CDD, PW, PC, and RC CDD	Initiate in July 2003 2002 Ongoing	RF and DF DF and GF
9.4.A	The City shall provide open space protection for areas of natural resource and scenic value, including wetlands, riparian corridors, floodplains, woodlands, and hillsides.	OSR-1 OSR-6 OSR-10 OSR-14	<i>Development Review</i> <i>Design Guidelines</i> <i>Sensitive Local Resource Areas Map</i> <i>Environmental/Visual Constraints Map</i>	PW and CDD CDD and PC CDD CDD	Ongoing June 2002 With General Plan July 2002 Required with development application submittal	RF, GF, and DF GF and DF DF and RF DF
9.4.B	New development shall be designed and	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	constructed to preserve hillsides, scenic and trail corridors, streams and streamside vegetation, wetlands, wildlife corridors, and any other areas of special ecological significance.	OSR-6 OSR-10 OSR-14	<i>Design Guidelines</i> <i>Development Agreements</i> <i>Environmental/Visual Constraints Map</i>	CDD and PC CM and SD CDD	June 2003 Ongoing Required with development application submittal	GF and DF DF and GF DF
9.4.C	Maintenance of identified open space areas within development areas shall be required.	OSR-15	<i>Park Maintenance Program</i>	PW	Ongoing	GF and DF
9.5.A	The City shall develop recreational programs and events for all ages, interests, and activity levels.	OSR-12 OSR-16 OSR-17	<i>Parks Master Plan</i> <i>Public Involvement</i> <i>Public Facilities Update</i>	CDD, PW, PC, and PRC PRC and CC PRC, CC, and PW	Initiate in 2002 Ongoing Initiate in Jan. 2003 and ongoing thereafter	GF, RF, and DF RF and GF DF and GF
9.5.B	The City shall continue to develop and support youth recreation and programs.	OSR-12 OSR-16 OSR-17	<i>Parks Master Plan</i> <i>Public Involvement</i> <i>Public Facilities Update</i>	CDD, PW, PC, and PRC PRC and CC PRC, CC, and PW	Initiate in 2002 Ongoing Initiate in Jan. 2003 and ongoing thereafter	GF, RF, and DF RF and GF DF and GF
9.5.C	The City shall continue to develop and support senior recreational opportunities.	OSR-12 OSR-16	<i>Parks Master Plan</i> <i>Public Involvement</i>	CDD, PW, PC, and PRC PRC and CC	Initiate in 2002 Ongoing	GF, RF, and DF RF and GF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		OSR-17	<i>Public Facilities Update</i>	PRC, CC, and PW	Initiate in Jan. 2003 and ongoing thereafter	DF and GF
9.5.D	The City shall continue to develop and support recreational opportunities for adults, including facilities and programs that are handicapped accessible to the extent feasible.	OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
		OSR-16	<i>Public Involvement</i>	PRC and CC	Ongoing	RF and GF
		OSR-17	<i>Public Facilities Update</i>	PRC, CC, and PW	Initiate in Jan. 2003 and ongoing thereafter	DF and GF
9.6.A	All regulation sports and facilities that regularly attract usage from outside the immediate neighborhood shall be located in community parks.	OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
9.6.B	The City shall site parks based on maximum accessibility, proper topography, and safety for park users.	OSR-6	<i>Design Guidelines</i>	CDD and PC	June 2002	GF and DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-15	<i>Park Maintenance Program</i>	PW	Ongoing	GF and DF
9.6.C	Designs of City parks, trails, and open spaces shall consider ease of maintenance, energy efficiency, and ongoing maintenance and operation costs.	OSR-5	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-15	<i>Park Maintenance Program</i>	PW	Ongoing	GF and DF
		OSR-18	<i>Water and Energy Conservation Program</i>	CDD and PW	With General Plan July 2002 and ongoing thereafter	GF and DV

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
9.7.A	The City shall provide sufficient acreage of parks needed to meet the active and passive recreation demands of the community.	OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
		OSR-13	<i>General Plan Update</i>	CDD	Ongoing	DF and GF
9.7.B	The City shall correct deficiencies and upgrade existing parks and recreation facilities to function effectively and serve more residents.	OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
		OSR-15	<i>Park Maintenance Program</i>	PW	Ongoing	GF and DF
		OSR-17	<i>Public Facilities Update</i>	PRC, CC, and PW	Initiate in Jan. 2003 and ongoing thereafter	DF and GF
9.7.C	Developers of housing shall dedicate parkland or pay in-lieu fees in accordance with the park standards of this element.	OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
9.7.D	New housing developments shall provide adequate neighborhood park acreage, as specified in the City's adopted standards, within or near proposed projects.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF
9.7.E	At least one neighborhood park site within large development projects shall be greater than 4 acres.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-9	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		OSR-12	<i>Parks Master Plan</i>	CDD, PW, PC, and PRC	Initiate in 2002	GF, RF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
9.7.F	The City shall work with the appropriate public agencies to identify and evaluate public lands for potential park acquisition.	OSR-5 OSR-11	Local, State, and Federal Funds Interagency Coordination	CDD CDD, PW, and PRC	Ongoing Ongoing	RF and GF GF and RF
9.7.G	The City's minimum standard for required parkland per 1,000 residents shall be as shown in <i>Table 9-4</i> .	OSR-1 OSR-2 OSR-7 OSR-13	Development Review Dedications, Fees, and Exactions Park Definitions, Standards, and Siting Criteria General Plan Update	PW and CDD CDD CDD, PW, PC, and RC CDD	Ongoing Ongoing Initiate in 2002 Ongoing	RF, GF, and DF DF RF and DF DF and GF
9.7.H	Parks shall be developed in accordance with the siting criteria in the Open Space & Recreation element.	OSR-7	Park Definitions, Standards, and Siting Criteria	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
9.8.A	Each park shall be given a unique identity and character through differentiated plantings, play structures, and terrain.	OSR-1 OSR-6 OSR-12 OSR-19	Development Review Design Guidelines Parks Master Plan Landscape Ordinance	PW and CDD CDD and PC CDD, PW, PC, and PRC CDD	Ongoing June 2003 Initiate in 2002 Initiate in 2002	RF, GF, and DF GF and DF GF, RF, and DF GF and DF
9.8.B	Parks shall be designed to promote community focal points and ease of access.	OSR-1 OSR-6 OSR-12 OSR-19	Development Review Design Guidelines Parks Master Plan Landscape Ordinance	PW and CDD CDD and PC CDD, PW, PC, and PRC CDD	Ongoing June 2003 Initiate in 2002 Initiate in 2002	RF, GF, and DF GF and DF GF, RF, and DF GF and DF
9.8.C	Neighborhood parks shall be located in secure areas within subdivisions.	OSR-1 OSR-6 OSR-12	Development Review Design Guidelines Parks Master Plan	PW and CDD CDD and PC CDD, PW, PC, and PRC	Ongoing June 2003 Initiate in 2002	RF, GF, and DF GF and DF GF, RF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
9.8.D	Parks shall be sited so that street frontage	OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
9.9.A	All natural gas reserve areas and abutting easements within development areas shall be planned and attractively landscaped as development occurs, in accordance with the standards contained in the Open Space & Recreation element.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-7	<i>Park Definitions, Standards, and Siting Criteria</i>	CDD, PW, PC, and RC	Initiate in 2002	RF and DF
		OSR-19	<i>Landscape Ordinance</i>	CDD	Initiate in 2002	GF and DF
9.9.B	Attractive informational signage regarding the future use of the natural gas well sites shall be installed at the gas reserve well sites prior to the sale of lots within each development area.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-19	<i>Landscape Ordinance</i>	CDD	Initiate in 2002	GF and DF
		OSR-20	<i>Sign Ordinance Review and Update</i>	CDD	Initiate in Jan. 2003	GF and DF
9.9.C	Natural gas well site landscaping shall be restored upon completion of drilling operations.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-19	<i>Landscape Ordinance</i>	CDD	Initiate in 2002	GF and DF
9.9.D	Areas adjacent to natural gas well sites proposed for dedication as passive park-lands shall contain no less than 2 acres of land that are contiguous and undivided, as shown in <i>Figure 9-7</i> .	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
9.9.E	Where appropriate, natural gas transmission line easements shall be integrated into the public trail system.	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		OSR-9	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		OSR-11	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
9.9.F	The City shall require the development standards in the design, installation and operation of natural gas well sites as shown in <i>Table 9-7</i> .	OSR-1	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
Resource Conservation & Management						
10.1.A	The City shall ensure that the development process respects the unique characteristics and functions of Sensitive Local Resource Areas (SLRA's). The preferred treatment is first, avoidance of disturbance; second, on-site restoration; third, in-kind restoration; then, other approaches or mitigation.	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in Jan. 2002 and ongoing thereafter	DF
		RCM-2	<i>Fees, Dedications, and Easements</i>	CDD	Ongoing	GF and DF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-7	<i>Environmental/Visual Constraints Map</i>	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF and DF
10.1.B	The City shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas, such as hillsides and ridges, and along important transportation corridors (as shown in the Sensitive Local Resource Areas shown in <i>Figure 10-2</i>).	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in Jan. 2002 and ongoing thereafter	DF
		RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
10.1.C	The City shall require that new development be designed and constructed to preserve the following types of areas and features as open space to the maximum extent feasible:	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in July 2002 with submittal	GF and DF
		RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-7	<i>Environmental/Visual Constraints Map</i>	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
	• High erosion hazard areas • Scenic and trail corridors • Streams and riparian vegetation • Wetlands • Drainage corridors • Other significant stands of vegetation	RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF
		RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-7	<i>Environmental/Visual Constraints Map</i>	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	- Wildlife corridors - Key hilltops - Views of the Sacramento River - Any areas of federal, state or local significance - Sensitive Local Resource Areas shown in Figure 10-2	RCM-10	<i>Resource Maintenance and Management Programs</i>	CDD and PW	Ongoing and developer-driven	DF
10.1.D	The City shall recommend levels of preservation and protection based on the inherent qualities, capabilities, and limitations of undeveloped sites.	RCM-11 RCM-12	<i>Resource Evaluation Criteria</i> <i>Zoning Ordinance Review and Update</i>	CDD CDD, PC, and CC	Ongoing Jan. 2004	GF and DF GF, AF, and DF
10.1.E	The City shall require developers to use native and compatible non-native species, especially drought-resistant species, to the extent possible in fulfilling landscaping and natural habitat mitigation requirements.	RCM-8 RCM-10	<i>Development Review</i> <i>Resource Maintenance and Management Programs</i>	PW and CDD CDD and PW	Ongoing Ongoing and developer-driven	RF, GF, and DF DF
10.1.F	The City shall require that significant natural habitat areas be identified in advance of development and incorporated into site-specific development project design.	RCM-4 RCM-6 RCM-7 RCM-8	<i>Natural and Cultural Resources Inventory</i> <i>Sensitive Local Resource Areas Map</i> <i>Environmental/Visual Constraints Map</i> <i>Development Review</i>	CDD CDD CDD PW and CDD	Initiate in 2002 with submittal With General Plan July 2002 Initiate in 2002 with projects and ongoing thereafter Ongoing	GF and DF DF and RF DF RF, GF, and DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
10.1.G	The City shall ensure that development constructs linkages between natural habitat preservation areas.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
10.1.H	The City shall ensure that development identifies alternative sites for linkages where sensitive habitat areas may be adversely affected.	RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
10.2.A	The City shall require an evaluation of the potential for adverse impacts on agricultural production and economic value from exposure to urban development for all new development projects adjacent to rural lands. It is the intent of this policy to prevent the creation of conditions that will impair any present farm operations on land adjacent to city limits, to a degree that threatens the long-term viability of the use of that land for agricultural purposes.	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-14	<i>Agricultural Buffers</i>	CDD	Ongoing project review	GF and DF
		RCM-15	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.2.B	The City shall support efforts by Solano County to discourage non-agricultural land uses in agricultural areas adjacent to the Rio Vista city limits.	RCM-13 RCM-15	<i>Land Use Map</i> <i>Interagency Coordination</i>	CDD CDD, PW, and PRC	Jan. 2003 Ongoing	RF GF and RF
10.2.C	The City shall pursue development of a wastewater irrigation program to increase the efficiency of water delivery and use for agricultural consumers.	RCM-5 RCM-10 RCM-16	<i>Public Awareness/Education Programs</i> <i>Resource Maintenance and Management Programs</i> <i>Wastewater Reuse</i>	CDD and Museum CDD and PW CDD and PW	Initiate in 2002 Ongoing and developer-driven Initiate in 2002	GF and RF DF GF, DF, and RF
10.3.A	The City shall ensure that agricultural operations, natural resource protection, water-related recreation, and public facility uses shall remain the only allowable uses in the Delta Primary Zone.	RCM-1 RCM-8 RCM-14 RCM-15	<i>Sensitive Habitat Buffer Guidelines</i> <i>Development Review</i> <i>Agricultural Buffers</i> <i>Interagency Coordination</i>	CDD PW and CDD CDD CDD, PW, and PRC	Initiate in 2002 and ongoing thereafter Ongoing Ongoing project review Ongoing	DF RF, GF, and DF GF and DF GF and RF
10.4.A	The City shall require that development projects be designed to protect and enhance the area's biological resources to the greatest extent feasible.	RCM-1 RCM-6 RCM-7 RCM-8	<i>Sensitive Habitat Buffer Guidelines</i> <i>Sensitive Local Resource Areas Map</i> <i>Environmental/Visual Constraints Map</i> <i>Development Review</i>	CDD CDD CDD PW and CDD	Initiate in 2002 and ongoing thereafter With General Plan July 2002 Initiate in 2002 with projects and ongoing thereafter Ongoing	DF DF and RF DF RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		RCM-14	<i>Agricultural Buffers</i>	CDD	Ongoing project review	GF and DF
		RCM-15	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
10.4.B	The City shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in sensitive areas.	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-11	<i>Resource Evaluation Criteria</i>	CDD	Ongoing	GF and DF
		RCM-17	<i>Environmental Design Criteria</i>	CDD	With General Plan July 2002 and ongoing development review	GF and DF
10.4.C	The City shall encourage the use of native and compatible non-native species – especially drought-resistant ones – in fulfilling landscaping requirements imposed as conditions of discretionary permits or for project mitigation.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-18	<i>Landscape Ordinance</i>	CDD	Initiate in 2002	GF and DF
10.4.D	The City shall require new development to mitigate wetland loss in both regulated	RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	and non-regulated wetlands to achieve "no net loss" through any combination of the following, in descending order of their desirability: (1) avoidance; (2) where avoidance is not possible, minimization of impacts on the resource; or (3) compensation that provides the opportunity to mitigate impacts on rare, threatened, and endangered species or the habitat that supports these species in wetland and riparian areas.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.4.E	The City shall require new private or public developments to preserve and enhance existing native riparian habitat, unless public safety concerns require removal of habitat for flood control or other public purposes.	RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.4.F	The City shall discourage direct runoff of pollutants and siltation into wetland areas from outfalls serving nearby urban development, so that pollutants and siltation will not adversely affect the value or function of wetlands.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
		RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
10.5.A	The City shall ensure that natural drainage flows are maintained in new development projects to the greatest extent feasible.	RCM-7	Environmental/Visual Constraints Map	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
		RCM-8	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		RCM-1	Sensitive Habitat Buffer Guidelines	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-8	Development Review	PW and CDD	Ongoing	RF, GF, and DF
10.5.B	The City shall review individual projects to determine the setback requirements that will adequately buffer natural drainage corridors from development.	RCM-1	Sensitive Habitat Buffer Guidelines	CDD	Initiate in 2002 and ongoing thereafter	DF
10.5.C	The City shall require that natural drainage corridors are integrated into new development in such a way that they are accessible to the public and serve as a positive amenity to the community.	RCM-3	Community Design Guidelines	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RMC-7	Environmental/Visual Constraints Map	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
		RCM-8	Development Review	PW and CDD	Ongoing	RF, GF, and DF
10.5.D	The City shall ensure that natural drainage corridors and other water-courses are protected from the adverse effects of construction activities and	RCM-1	Sensitive Habitat Buffer Guidelines	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-8	Development Review	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	urban runoff.	RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.5.E	The City shall require proposed development projects that would encroach into natural drainage corridors to implement one or more of the following measures, in descending order of their desirability:	RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
	• Avoid disturbance of the drainage corridor. • Replace any riparian vegetation (onsite, in-kind). • Restore another section of drainage corridor (in-kind). • Pay a mitigation fee for restoration elsewhere in the City. • Implement other mitigation as appropriate.					
	<u>In All Lands Subject To The General Plan:</u>					
10.5.F	The City shall restrict development of lands in the 100-year floodplain to protect human habitation, property and sensitive wildlife or vegetation.	RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		RCM-20	<i>Flood Insurance Rate Maps</i>	CDD	Ongoing project review	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.5.G	The City shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of drainageways and damage to riparian habitat.	RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.5.H	The City shall condition projects on applying pollution control measures that will restrict pollutants from entering Rio Vista's storm drain system.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.5.I	The City shall ensure that groundwater resources are protected from contamination and overdraft.	RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.5.J	The City shall encourage the use of treated wastewater for irrigation and groundwater recharge.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-16	<i>Wastewater Reuse</i>	CDD and PW	Initiate in 2002	GF, DF, and RF
10.5.K	The City shall maintain its ability to meet its water supply requirements.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		RCM-16	<i>Wastewater Reuse</i>	CDD and PW	Initiate in 2002	GF, DF, and RF
10.5.L	The City shall recognize water as a limited resource by encouraging the use of water	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	resource by encouraging the use of water conservation measures. (Also, see Policy 12.8.A and implementing action PF-22 in the Public Facilities & Services element concerning metered water use.)	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.5.M	The City shall encourage activities that maintain and improve drinking water quality.	RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.6.A	The City shall require that site preparation and construction activities incorporate effective measures to minimize dust emissions and pollutant emissions from motorized construction equipment and vehicles.	RCM-8	<i>Development Review</i>			
		RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
10.6.B	The City shall ensure that development projects facilitate non-motorized travel through the use of connecting streets, alleys, and connecting pathways.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.6.C	The City shall ensure that street design within new developments provides multiple access points within neighborhoods as much as possible, in order to avoid long, circuitous routes for motor vehicles.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-6	<i>Sensitive Local Resource Areas Map</i>			

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.6.D	The City shall ensure that existing trees and vegetation are retained and incorporated into the project design wherever feasible.	RCM-8	<i>Development Review</i>	CDD	With General Plan July 2002	DF and RF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	PW and CDD	Ongoing	RF, GF, and DF
				CDD and PW	Dec. 2002	GF, RF, and DF
10.6.E	The City shall ensure that new development pays its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and public transit facilities.	RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF
10.6.F	The City shall encourage the use of non-motorized transportation wherever possible in the community.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-21	<i>Countywide Bicycle Plan</i>	CDD and PW	Ongoing	RF, DF, and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.6.G	The City shall encourage the use of public transportation as an alternative to the automobile.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
10.6.H	The City shall plan for a multi-modal transfer site that incorporates automobile parking areas, bike parking, transit, pedestrian paths, and park-and-ride pick-up points. (Also, see Circulation and Mobility Element for General Plan Policy 8.3.O)	RCM-2 RCM-8 RCM-28	<i>Dedications, Fees, and Exactions Development Review</i> <i>Local, State and Federal Funds</i>	CDD PW and CDD CDD	Ongoing Ongoing Ongoing	GF and DF RF, GF and DF RF and GF
10.6.I	The City shall work to improve the public's understanding of the land use, transportation, and air quality link.	RCM-5 RCM-28	<i>Public Awareness/Education Programs</i> <i>Local, State and Federal Funds</i>	CDD and Museum CDD	Initiate in 2002 Ongoing	GF and RF RF and GF
10.6.J	All City submittals of transportation improvement projects to be included in regional transportation plans shall be consistent with the air quality goals and policies of the General Plan.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF and DF
10.6.K	The City shall pursue and use State and Federal funds earmarked for air quality benefits.	RCM-28	<i>Local, State and Federal Funds</i>	CDD	Ongoing	RF and GF
10.6.L	The City shall work to replace the City's conventional fuel vehicles with low emission vehicles as funding becomes available and as functional/operational requirements allow.	RCM-28	<i>Local, State and Federal Funds</i>	CDD	Ongoing	RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.6.M	The City shall require application of the analysis methods and significance thresholds recommended by the Yolo-Solano air Quality Management District, as needed, to determine a project's air quality impacts.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF and DF
10.7.A	The City shall minimize soil erosion and sedimentation by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
10.8.A	The City shall promote energy conservation programs for all utility users.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-22	<i>Public Services Monitoring Report</i>	CDD	Initiate in 2003	DF and GF
10.8.B	The City shall encourage active and passive solar energy design in building and site development.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-23	<i>Uniform Building Code</i>	CDD	Ongoing	None required
10.8.C	The City shall encourage the development and use of alternative energy sources.	RCM-15	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		RCM-24	<i>Source Reduction and Recycling Plan</i>	PW	Ongoing	RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.9.A	The City shall promote waste reduction methods within the City.					
10.9.B	The City shall promote recycling and resources conservation.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-22	<i>Public Services Monitoring Report</i>	CDD	Initiate in 2003	DF and GF
10.10.A	The City shall ensure that urban changes preserve and maintain historic and architectural resources, including historic buildings and industrial spaces of historic importance.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
		RCM-25	<i>Sign Ordinance Review and Update</i>	CDD	Initiate in 2003	GF and DF
10.10.B	The City shall improve local awareness of its cultural and historical resources.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-25	<i>Sign Ordinance Review and Update</i>	CDD	Initiate in 2003	GF and DF
10.10.C	The City shall require that discretionary development projects identify important historic, archaeological, and cultural sites	RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	and their contributing environment from damage, destruction, and abuse. The City shall ensure that such assessments are incorporated into the City's cultural and historical database, to be maintained by the Rio Vista Museum.	RCM-25	<i>Sign Ordinance Review and Update</i>	CDD	Initiate in 2003	GF and DF
		RCM-26	<i>Historic Preservation Ordinance</i>	CDD	Initiate in June 2003	GF and RF
10.10.D	The City shall identify and promote incentive programs to assist private property owners in preserving and enhancing historic structures.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-27	<i>Official Register</i>	CDD and Museum	Initiate in 2002 and ongoing thereafter	RF and GF
		RCM-28	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		RCM-29	<i>State Historical Building Code</i>	CDD	Ongoing	BF
10.10.E	The City shall encourage the preservation of historic structures and shall discourage rehabilitation and remodel projects that would alter their historic character.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		RCM-26	<i>Preservation Ordinance</i>	CDD	Initiate in June 2003	GF and RF
		RCM-27	<i>Official Register</i>	CDD and Museum	Initiate in 2002 and ongoing thereafter	RF and GF
		RCM-28	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		RCM-29	<i>State Historical Building Code</i>	CDD	Ongoing	BF
10.10.F	The City shall regard demolition of historic resources as a last resort, to be permitted only after the City determines	RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	that the resource retains no reasonable economic use; that demolition is necessary to protect health, safety, and welfare; or that demolition is necessary to proceed with a new project where the benefits of the new project outweigh the loss of the historic resource.	RCM-26	<i>Preservation Ordinance</i>	CDD	Initiate in June 2003	GF and RF
		RCM-28	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		RCM-29	<i>State Historical Building Code</i>	CDD	Ongoing	BF
10.10.G	The City shall support public, quasi-public, and private entities in their preservation efforts.	RCM-4	<i>Natural and Cultural Resources Inventory</i>	CDD	Initiate in 2002 with submittal	GF and DF
		RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
		RCM-26	<i>Preservation Ordinance</i>	CDD	Initiate in June 2003	GF and RF
		RCM-27	<i>Official Register</i>	CDD and Museum	Initiate in 2002 and ongoing thereafter	RF and GF
		RCM-28	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
10.11.A	The City shall require new development in scenic areas (e.g., river banks, Highway 12 corridor, Sacramento River waterfront, and hillsides) to use planning, design, construction, and maintenance techniques that:	RCM-6	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		RCM-7	<i>Environmental/Visual Constraints Map</i>	CDD	Initiate in 2002 with projects and ongoing thereafter	DF
	Incorporate design and screening measures to minimize the visibility of structures and graded areas.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	- Maximize views in sensitive viewing areas and corridors. - Maintain the character and visual quality of the area.					
10.11.B	The City shall require that new development be designed to integrate natural landforms and vegetation in order to minimize alteration of scenic vistas. Figure 10-2 shall be used to identify sensitive areas of particular concern during project design and development.	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-28	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		RCM-29	<i>State Historical Building Code</i>	CDD	Ongoing	BF
10.11.C	The City shall encourage new development to use natural vegetation in buffer areas (if required) between the development and adjacent farmland.	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.11.D	The City shall require that development design maximizes the amount of open space frontage accessible to public view.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
10.11.E	The City shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities shall be installed underground, and roadways and parking areas shall be landscaped and designed to accommodate the natural terrain.	RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-10	<i>Resource Maintenance and Management Programs</i>	CDD and PW	Ongoing and developer-driven	DF
		RCM-15	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.11.F	The City shall require new development to incorporate sound soil conservation practices and minimize land alterations. Land alterations within areas illustrated by Figures 10-2 and 5-3 (as further defined by specific site analysis required by RCM-7), shall comply with the following guidelines, illustrated by Figure 10-3:	RCM-1	<i>Sensitive Habitat Buffer Guidelines</i>	CDD	Initiate in 2002 and ongoing thereafter	DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		RCM-9	<i>Best Management Practices</i>	PW, CDD, and Developer	Ongoing	DF
		RCM-19	<i>Grading and Erosion Control Ordinance</i>	CDD and PW	Dec. 2002	GF, RF, and DF
	• Limit grading to the smallest practical area of land. • Limit land exposure to the shortest practical amount of time. • Use erosion and sediment control measures, including temporary vegetation sufficient to stabilize disturbed areas. • Replant graded areas to ensure establishment of plant cover before the next rainy season. • Create grading contours that blend with the natural contours onsite or with contours on property immediately adjacent to the area of development.					

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	- Ensure that development near or on portions of hillsides does not cause or worsen natural hazards, such as erosion, sedimentation, increased risk of fire, or degraded water quality. - Maintain the character and visual quality of the hillside.					
10.11.G	The City shall protect and seek to enhance scenic corridors.	RCM-2	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing With General Plan July 2002 and ongoing thereafter	GF and DF GF and DF
		RCM-3	<i>Community Design Guidelines</i>	CDD		
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing Jan. 2004	RF, GF, and DF GF, AF, and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC		
		RCM-13	<i>Land Use Map</i>	CDD	Jan. 2003	RF
10.11.H	The City shall encourage the development of trails, picnicking and observation areas, and parks along scenic corridors. (Also refer to the Open Space & Recreation and Circulation & Mobility elements.)	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-12	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
10.11.I	The City shall include aesthetic design considerations in road construction, reconstruction, and maintenance for local streets and highways.	RCM-3	<i>Community Design Guidelines</i>	CDD	With General Plan July 2002 and ongoing thereafter	GF and DF
		RCM-8	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
10.11.J	The City shall support and encourage anti-litter, beautification, and cleanup programs along Highway 12.	RCM-5	<i>Public Awareness/Education Programs</i>	CDD and Museum	Initiate in 2002	GF and RF
Safety & Noise						
11.1.A	The City shall continue to monitor seismic activity in the region and take appropriate action if significant seismic hazards, including potentially active faults, are discovered in the planning area.	SN-1	<i>California Department of Mines and Geology Studies</i>	CDD and Engineer	Ongoing	GF
		SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
11.1.B	The City shall continue to mitigate the potential impacts of geologic hazards.	SN-3	<i>Uniform Building Code</i>	CDD	Ongoing	None required
		SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-5	<i>Subdivision Ordinance Review and Update (See previous assignments)</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
11.1.C	Soil erosion and sedimentation shall be minimized by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-5	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
		SN-6	<i>Grading and Drainage Ordinance</i>			
		SN-7	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
11.1.D	Development projects shall comply with state seismic and building standards in the design and siting of critical facilities, including police and fire stations, school	SN-8	<i>Land Use Map</i>	CDD	Jan. 2003	RF
		SN-1	<i>California Department of Mines and Geology Studies</i>	CDD and Engineer	Ongoing	GF
		SN-3	<i>Uniform Building Code</i>	CDD	Ongoing	None required
		SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	including police and fire stations, school facilities, hazardous material storage facilities, bridges, and large public assembly halls.	SN-5	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
11.1.E	The City shall require contour grading, where feasible, and revegetation to mitigate the appearance of engineered slopes and to control erosion.	SN-4 SN-6	<i>Development Review Grading and Drainage Ordinance</i>	PW and CDD	Ongoing	RF, GF, and DF
11.2.A	The City shall require that new development on hillsides use design, construction, and maintenance techniques that minimize risk to life and property from slope failure, landslides, and flooding.	SN-4 SN-5 SN-6 SN-9 SN-10	<i>Development Review Subdivision Ordinance Review and Update Grading and Drainage Ordinance Zoning Ordinance Review and Update Sensitive Local Resource Areas Map</i>	PW and CDD CDD, PW, and CE CDD CDD, PC, and CC CDD	Ongoing July 2003 Jan. 2004 With General Plan July 2002	RF, GF, and DF RF, GF, and DF GF, AF, and DF DF and RF
11.2.B	Through land use planning, zoning, and other restrictions, the City shall continue to regulate all uses and development in areas subject to potential flooding.	SN-4 SN-5 SN-7 SN-8 SN-9 SN-10 SN-11	<i>Development Review Subdivision Ordinance Review and Update Specific Plans Land Use Map Zoning Ordinance Review and Update Sensitive Local Resource Areas Map Local, State, and Federal Funds</i>	PW and CDD CDD, PW, and CE CDD, PC, CC, PW, and Finance CDD CDD, PC, and CC CDD CDD	Ongoing July 2003 July 2003 Jan. 2003 Jan. 2004 With General Plan July 2002 Ongoing	RF, GF, and DF RF, GF, and DF RF, DF, and GF RF GF, AF, and DF DF and RF RF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.2.C	The City shall minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-5	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
		SN-9	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
		SN-10	<i>Sensitive Local Resource Areas Map</i>	CDD	With General Plan July 2002	DF and RF
		SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		SN-12	<i>Flood Insurance Rate Maps</i>	CDD	Ongoing project review	GF
11.2.D	The City shall require new development to provide sufficient mitigation in order to ensure that the cumulative rate of peak runoff does not exceed pre-development levels.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-5	<i>Subdivision Ordinance Review and Update</i>	CDD, PW, and CE	July 2003	RF, GF, and DF
		SN-6	<i>Grading and Drainage Ordinance</i>			
11.3.A	Gas well sites shall be included in passive areas proposed by development projects, whenever feasible, rather than in the interior of neighborhoods.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
11.3.B	It shall be the responsibility of the developer and the gas company to consider future potential neighborhood concerns when preparing development plans, tentative maps, and accommodation agreements.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.3.C	The City shall require a safety plan and a detailed description of emergency response procedures for all gas well operations within new residential developments.	SN-4 SN-13	<i>Development Review Hazardous Materials Business Plan and Spill Prevention, Control, and Countermeasures Plan</i>	PW and CDD CDD, PW, and Solano County Dept. of Environmental requirement	Ongoing Ongoing as applications are submitted	RF, GF, and DF GF and PO
		SN-14	<i>Comprehensive Emergency Management Plan</i>	PD, FD, and CM	Ongoing	GF
11.3.D	Prior to purchase, the City shall require the developer or seller to provide full disclosure of health and safety considerations from gas well operations to potential homebuyers.	SN-4 SN-15	<i>Development Review Disclosure Documents</i>	PW and CDD CDD	Ongoing Ongoing	RF, GF, and DF GF and PO
11.4.A	The Police Department shall respond to both emergency and routine calls for service in a timely manner consistent with department policy.	SN-16	<i>Police Department Policy</i>	PD	Ongoing	GF
11.4.B	The City shall ensure that the Police Department uses modern technology and provides adequate training to maximize job performance.	SN-16 SN-17	<i>Police Department Policy Police Department Field Training Program</i>	PD PD	Ongoing Ongoing	GF GF and RF
11.4.C	The City shall provide extensive community-based service and education programs designed to prevent crime and emphasize citizen protection and involvement.	SN-16 SN-18	<i>Police Department Policy Public Education/Awareness Program</i>	PD PD and FD	Ongoing Ongoing	GF GF and RF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.4.D	Parks shall be designed to facilitate surveillance by adjoining residents, security services, and police.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
11.5.A	The City shall continue to pursue fire prevention programs and standards.	SN-3	<i>Uniform Building Code</i>	CDD	Ongoing	None required
		SN-19	<i>Fire Prevention Programs</i>	FD	Ongoing	RF and GF
		SN-20	<i>Fire and Safety Codes</i>	FD	Ongoing	GF
11.5.B	The City shall strive to maintain its existing service levels. The City shall periodically evaluate service levels as population increases under this General Plan.	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-7	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	Dec. 2002	RF, DF, and GF
		SN-21	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		SN-22	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		SN-23	<i>Annual Report</i>	PD, FD, and Emergency	Initiate in June 2002 and ongoing thereafter	GF and RF
11.5.C	The City shall require that timing of construction of fire stations be phased to be ready to serve development as it occurs.	SN-7	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	Dec. 2002	RF, DF, and GF
		SN-21	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		SN-22	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
11.5.D	The City shall monitor fire department service levels annually concurrent with the City budget process.	SN-23	<i>Annual Report</i>	PD, FD, and Emergency	Initiate in June 2002 and ongoing thereafter	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.6.A	The City shall require the disclosure of the use and storage of hazardous materials in existing and proposed industrial and commercial activities, and the siting of hazardous waste disposal facilities, in accordance with Solano County guidelines and State law.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-13	<i>Hazardous Material Business Plan and SPCC</i>	CDD, PW, and Solano County Dept. of Environmental requirement	Ongoing as applications are submitted	GF and PO
		SN-24	<i>Countywide Integrated Waste Management Plan</i>	PW	Ongoing	GF and RF
11.6.B	The City shall establish a hazardous materials truck route through the City.	SN-25	<i>Circulation & Mobility Element</i>	CDD	With GF July 2002	GF and DF
11.6.C	The City shall comply with State law regarding the use of toxic chemicals in parks.	SN-26	<i>Resource Maintenance and Management Programs</i>	PW	Initiate in Sept. 2002	GF and RF
		SN-27	<i>California Health and Safety Code</i>	CDD	Ongoing	None
11.6.D	The City shall ensure the proper use, storage, and disposal of toxic chemicals to the greatest extent feasible.	SN-13	<i>Hazardous Materials Business Plan and Spill Prevention, Control, and Countermeasures Plan</i>	CDD, PW, and Solano County Dept. of Environmental requirement	Ongoing as applications are submitted	GF and PO
		SN-24	<i>Countywide Integrated Waste Management Plan</i>	PW	Ongoing	GF and RF
		SN-26	<i>Resource Maintenance and Management Programs</i>	PW	Initiate in Sept. 2002	GF and RF
		SN-28	<i>Best Management Practices</i>	CDD	Ongoing	DF, GF, RF
11.6.E	The City shall ensure that it maintains sufficient resources, contacts, and personnel to provide the public with emergency notification in the event of a hazard-	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-14	<i>Comprehensive Emergency Management Plan</i>	PD, FD, and CM	Ongoing	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	agency notification in the event of a hazardous materials spill or airborne release.	SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF
11.7.A	The City shall strive to maintain its quick response time for emergency calls.	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-7	<i>Specific Plans</i>	CDD, PC, CC, PW, and Finance	July 2003	RF, DF, and GF
		SN-21	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		SN-22	<i>Dedications, Fees, and Exactions</i>	CDD	Ongoing	DF
		SN-23	<i>Annual Report</i>	PD, FD, and Emergency	Initiate in 2002 and ongoing thereafter	GF and RF
11.7.B	The City shall continue to provide first response for emergency calls.	SN-14	<i>Comprehensive Emergency Management Plan</i>	PD, FD, and CM	Ongoing	GF
11.7.C	The City shall continue its efforts toward increasing the ability of Rio Vista Fire Department to provide paramedic services.	SN-1	<i>Intergovernmental Coordination</i>	CDD and Engineer	Ongoing	GF
		SN-30	<i>Legislative Monitoring</i>	CDD, CM, PD, FD, and CC	Ongoing	GF, RF
11.7.D	The City shall advocate for ambulance services to be based in Rio Vista.	SN-1	<i>Intergovernmental Coordination</i>	CDD and Engineer	Ongoing	GF
		SN-30	<i>Legislative Monitoring</i>	CDD, CM, PD, FD, and CC	Ongoing	GF, RF
11.7.E	The City shall comply with and periodically update the <i>Comprehensive Emergency Management Plan</i> , and ensure that participants are prepared to efficiently carry out assigned functions.	SN-14	<i>Comprehensive Emergency Management Plan</i>	PD, FD, and CM	Ongoing	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.7.F	The City shall ensure that it maintains sufficient resources, contacts, and personnel to provide the community with an effective notification system in the event of an emergency.	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-23	<i>Annual Report</i>	PD, FD, and Emergency	Initiate in 2002 and ongoing thereafter	GF and RF
		SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF
11.8.A	The City shall approve changes in zoning and performance standards, wherever possible, to facilitate the sensible siting and construction of health and medical facilities.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-9	<i>Zoning Ordinance Review and Update</i>	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
11.8.B	The City shall seek to establish a centrally located health care facility in the community.	SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		SN-31	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		SN-32	<i>Marketing Assistance and Policy Support (SEDCORP)</i>	CDD, CM, and CC	Ongoing	GF and RF
11.8.C	The City shall seek to co-locate a health care facility with other types of medical care and social service facilities.	SN-31	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		SN-32	<i>Marketing Assistance and Policy Support</i>	CDD, CM, and CC	Ongoing	GF and RF
11.8.D	The City shall assist local health service and care providers in obtaining State, and Federal grants to improve their facilities and services.	SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
11.8.E	The City shall seek to foster the delivery of services to before- and after-school	SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	programs.	SN-31	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
		SN-32	<i>Marketing Assistance and Policy Support</i>	CDD, CM, and CC	Ongoing	GF and RF
11.8.F	The City shall assist local service providers in preparing a comprehensive needs assessment and planning process that will lead to proactive recruitment of medical facilities in Rio Vista.	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF
		SN-31	<i>Economic Development Strategic Plan</i>	CDD	Initiate in Aug. 2002	RF and DF
11.9.A	The City shall continue to monitor sources of odors that can affect the quality of life in the City and advise its citizens of their options in addressing these odors.	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF
		SN-33	<i>Solano County Appeals Process</i>	Solano County	2002	Solano County
11.9.B	The City shall implement the provisions of Assembly Bill 1190 to provide that agricultural activities, operations, and facilities, or appurtenances thereof, do not constitute a nuisance as long as they continue to operate in a manner similar to that in which they have historically operated. (Also refer to the Resource Conservation & Management element.)	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-29	<i>Public/Private Cooperation</i>	CDD, PD, and FD	Ongoing	GF
11.10.A	The City shall assign a priority to construction of an under crossing on Highway 12 for bicyclists and pedestrians. (Also refer to the Circulation & Mobility element.)	SN-2	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		SN-11	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
		SN-21	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF

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Policy		Implementing Action		Responsibility ^a	Time Frame	Funding Source ^b
		SN-25	<i>Circulation & Mobility Element</i>	CDD	With GF July 2002	GF and DF
11.11.A	The City shall require that development projects in the vicinity of the Rio Vista Airport consider all applicable safety policies, City standards, and land use compatibility guidelines.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-34	<i>Airport/Land Use Compatibility Plan</i>	CDD and RA	Ongoing	RF and GF
		SN-35	<i>Site Design Review</i>	CDD	Ongoing	DF
11.12.A	The City shall implement the standards in <i>Table 11-2</i> for new uses affected by traffic and airport noise.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-34	<i>Airport/Land Use Compatibility Plan</i>	CDD and RA	Ongoing	RF and GF
		SN-36	<i>Noise Performance Standards</i>	CDD	With General Plan July 2002	RF
		SN-37	<i>Noise Level Contour Maps</i>	CDD	With General Plan July 2002	RF
11.12.B	The City shall require appropriate noise attenuation measures to be included in the project design for proposed noise-sensitive uses in proximity to existing noise-producing uses, as needed, to be in compliance with the standards in <i>Tables 11-2</i> and <i>11-3</i> .	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-34	<i>Airport/Land Use Compatibility Plan</i>	CDD and RA	Ongoing	RF and GF
		SN-35	<i>Site Design Review</i>	CDD	Ongoing	DF
		SN-36	<i>Noise Performance Standards</i>	CDD	With General Plan July 2002	RF
		SN-37	<i>Noise Level Contour Maps</i>	CDD	With General Plan July 2002	RF
11.12.C	Where noise attenuation is required to	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	meet the standards of this element, an emphasis shall be placed on site planning and project design. These measures may include, but are not limited to, building orientation, setbacks, landscaping and building construction practices.	SN-35	Site Design Review	CDD	Ongoing	DF
11.12.D	The use of noise barriers, such as sound walls, shall be considered as a means of achieving the noise standards only after other practical design-related noise mitigation measures have been integrated into the project.	SN-4 SN-35	Development Review Site Design Review	PW and CDD CDD	Ongoing Ongoing	RF, GF, and DF DF
11.12.E	The City shall assess traffic noise impacts generated by proposed development in the City of Rio Vista based on Solano Transportation Authority's traffic volumes for near-term traffic levels projected to occur in 2010.	SN-4 SN-36 SN-37 SN-38	Development Review Noise Performance Standards Noise Level Contour Maps Major Investment Study and Project Study Report Equivalent	PW and CDD CDD CDD CDD	Ongoing With General Plan July 2002 With General Plan July 2002 Ongoing	RF, GF, and DF RF RF RF
11.12.F	The City shall require any necessary acoustical analysis to assess compliance with the City's Noise element standard. Acoustical analyses shall be prepared in accordance with the requirements in Table 11-4.	SN-4 SN-36 SN-37	Development Review Noise Performance Standards Noise Level Contour Maps	PW and CDD CDD CDD	Ongoing With General Plan July 2002 With General Plan July 2002	RF, GF, and DF RF RF
11.12.G	The City shall apply the standards in Table 11-3 to both new noise-sensitive land uses and new noise-generating uses,	SN-4 SN-5	Development Review Subdivision Ordinance Review and Update	PW and CDD CDD, PW, and CE	Ongoing July 2003	RF, GF, and DF RF, GF, and DF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	land uses and new noise-generating uses, with the responsibility for noise mitigation placed on the new use. For example, if a developer proposed construction of a new apartment complex near an existing industry, the developer would be responsible for including appropriate noise mitigation in the project design to achieve compliance at the apartments with the standards in <i>Table 11-3</i> . Conversely, if a new industry were proposed near an existing apartment complex, the industry would be responsible for including appropriate noise mitigation in the project design to achieve compliance with the standards in <i>Table 11-3</i> at the existing apartment building.	SN-36	Noise Performance Standards	CDD	With General Plan July 2002	RF
		SN-39	Zoning Ordinance (Section 513) Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
11.13.A	The City shall require appropriate noise attenuation measures to be included in the project design for proposed noise-sensitive uses in proximity to existing noise-producing uses, as needed, to be in compliance with the standards in <i>Tables 11-2</i> and <i>11-3</i> .	SN-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		SN-5	Subdivision Ordinance Review and Update	CDD, PW, and CE	July 2003	RF, GF, and DF
		SN-36	Noise Performance Standards	CDD	With General Plan July 2002	RF
		SN-37	Noise Level Contour Maps	CDD	With General Plan July 2002	RF
		SN-39	Zoning Ordinance (Section 513) Review and Update	CDD, PC, and CC	Jan. 2004	GF, AF, and DF
11.14.A	The City shall adopt a performance standard of 45 dBA (maximum) at any residential dwelling or outdoor activity area,	SN-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		SN-36	Noise Performance Standards	CDD	With General Plan July 2002	RF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	whichever is closer to the noise source. An appropriate standard for the large main line compressor building located near Vineyard Bluffs on the Esperson property will be determined separately, through specific noise analyses conducted for development projects proposed for the Esperson property.	SN-40	<i>Hydrocarbons Ordinance Review and Update</i>	CDD	Initiate in 2002	GF and DF
11.14.B	The City, developers, and gas well companies shall recognize a shared responsibility to attenuate noise generated by gas well operations in proximity to sensitive noise receptors, and that appropriate noise attenuation measures shall be agreed upon prior to project approval.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-36	<i>Noise Performance Standards</i>	CDD	With General Plan July 2002	RF
		SN-40	<i>Hydrocarbons Ordinance Review and Update</i>	CDD	Initiate in 2002	GF and DF
11.14.C	If the State's regulatory climate changes so that local governments are no longer allowed to restrict energy companies, the responsibility for meeting the noise standard shall shift to the developer where plans include development near mineral reserve (future gas well) sites.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-36	<i>Noise Performance Standards</i>	CDD	With General Plan July 2002	RF
		SN-40	<i>Hydrocarbons Ordinance Review and Update</i>	CDD	Initiate in 2002	GF and DF
11.14.D	Prior to purchase, the City shall require the developer or seller to provide full disclosure of potential noise impacts from gas well operations (particularly compressor noise) to potential homebuyers.	SN-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		SN-15	<i>Disclosure Documents</i>	CDD	Ongoing	GF and PO

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
11.15.A	The City shall regulate construction noise to reduce impacts on adjacent uses consistent with Section 513 of the Zoning Ordinance (Noise Regulation).	SN-4 SN-39	Development Review Zoning Ordinance (Section 513) Review and Update	PW and CDD CDD, PC, and CC	Ongoing Jan. 2004	RF, GF, and DF GF, AF, and DF
11.15.B	Noise associated with construction activities shall be exempt from the noise standards cited in Table 11-3.	SN-4 SN-39	Development Review Zoning Ordinance (Section 513) Review and Update	PW and CDD CDD, PC, and CC	Ongoing Jan. 2004	RF, GF, and DF GF, AF, and DF
11.15.C	The City shall limit construction activities to between the hours of 7 a.m. and 5 p.m. unless an exemption is received from the City to cover special circumstances.	SN-4 SN-39	Development Review Zoning Ordinance (Section 513) Review and Update	PW and CDD CDD, PC, and CC	Ongoing Jan. 2004	RF, GF, and DF GF, AF, and DF
11.15.D	The City shall require all internal combustion engines used in conjunction with construction activities to be muffled according to the equipment manufacturer's requirements.	SN-4 SN-41	Development Review California Vehicle Code	PW and CDD PD	Ongoing Ongoing	RF, GF, and DF None

Public Facilities & Services

12.1.A	The City shall focus City administrative offices, public safety headquarters, main library branch, and senior center in downtown by providing expansion as needed, public access, and a "quality civic architectural image."	PF-1 PF-2 PF-3	Civic Facilities Master Plan Development Impact Fees Capital Improvement Program	CDD and PW CDD, PW, Finance, and CM	Initiate in 2001 June 2003	DF, GF, RF GF, DF, and RF
12.1.B	The City shall cluster and connect branch or secondary community facilities in	PF-1 PF-2	Civic Facilities Master Plan Development Impact Fees	CDD and PW	Initiate in 2002	DF, GF, RF

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	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	neighborhood activity centers, including parks, libraries, and community centers.	PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
12.1.C	The City shall create a Master Plan for City administrative and service facilities, including the selection of a specific site(s) for future expansion.	PF-1	<i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-2	<i>Development Impact Fees</i>			
		PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
12.1.D	The City shall develop branch community facilities as necessary, including library, parks, schools, recreation centers and public meeting placers, to maintain high quality services at the neighborhood level.	PF-1	<i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-2	<i>Development Impact Fees</i>			
		PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-6	<i>Parks Master Plan</i>	CDD and PW	Initiate in 2002	RF, GF, and DF
		PF-7	<i>Local, State, and Federal Funds</i>	CDD	Ongoing	RF and GF
12.1.E	The City shall include the Corporation Yard in the Civic Facilities Master Plan, providing for consolidation and expansion of existing maintenance services.	PF-1	<i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-2	<i>Development Impact Fees</i>			
12.2.A	The City shall continue to work with the Solano County library system to provide a variety of library programs that serve library users of all age groups.	PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-8	<i>Public Involvement</i>	CDD and RRC	Ongoing	GF and RF
12.2.B	The City shall maintain the main library in	PF-1	<i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	downtown as a key public service.	PF-4 <i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5 <i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-8 <i>Public Involvement</i>	CDD and RRC	Ongoing	GF and RF
12.2.C	The City shall work with the Solano County library system to provide branch libraries in order to service population increments of $\pm 10,000$.	PF-1 <i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-4 <i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5 <i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-8 <i>Public Involvement</i>	CDD and RRC	Ongoing	GF and RF
12.2.D	The City shall designate public and quasi-public land uses in clusters and within neighborhood centers, so that the use of schools, parks, open space, libraries, child care, and community activity and service centers create a community or activity focus.	PF-1 <i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-4 <i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5 <i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-6 <i>Parks Master Plan</i>			
		PF-8 <i>Public Involvement</i>	CDD and RRC	Ongoing	GF and RF
		PF-9 <i>Other Funding Sources</i>	CDD and PW	Ongoing	GF
		PF-10 <i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
12.2.E	The City shall continue to cooperate with the River Delta Unified School District and Solano County in the provision of high-quality library services.	PF-11 <i>Joint-Use Study and Agreements</i>	CDD, Finance, and PW	Initiate in 2002	GF
		PF-1 <i>Civic Facilities Master Plan</i>	CDD and PW	Initiate in 2002	DF, GF, RF
		PF-5 <i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-8 <i>Public Involvement</i>	CDD and RRC	Ongoing	GF and RF
12.3.A	The City shall work closely with the River Delta Unified School District to obtain adequate funding for new school facilities. Where legally feasible, the City may require	PF-5 <i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-10 <i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		PF-12 <i>State Education Funds</i>	CM and SD	Ongoing	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	new development to participate in the provision of school facilities in a timely manner.	PF-13	<i>Local School Fees</i>	CM and SD	Ongoing	GF and DF
12.3.B	The City shall encourage joint-use of facilities in all cases, unless overriding circumstances make joint use impossible or detrimental to either the school district or the City's park and recreation facilities/programs.	PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-11	<i>Joint-Use Study and Agreements</i>	CDD, Finance, and PW	Initiate in 2002	GF
12.3.C	The City shall require evidence that adequate school facilities are committed to being available in a timely manner before approval will be granted to new residential development.	PF-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		PF-12	<i>State Education Funds</i>	CM and SD	Ongoing	DF and GF
		PF-13	<i>Local School Fees</i>	CM and SD	Ongoing	GF and DF
		PF-14	<i>School Facilities Master Plan</i>	CM and CDD	Ongoing	SD and GF
12.3.D	School facilities shall be provided in response to needs identified by both the district and the City.	PF-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		PF-12	<i>State Education Funds</i>	CM and SD	Ongoing	DF and GF
		PF-13	<i>Local School Fees</i>	CM and SD	Ongoing	GF and DF
		PF-14	<i>School Facilities Master Plan</i>	CM and CDD	Ongoing	SD and GF
12.3.E	The City and the River Delta Unified School District will prepare a joint-use study for each school facility to determine the feasibility of joint-use facilities. If determined to be feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.	PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-6	<i>Parks Master Plan</i>			
		PF-11	<i>Joint-Use Study and Agreements</i>	CDD, Finance, and PW	Initiate in 2002	GF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	PF-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
	PF-10	Interagency Coordination	CDD, PW, and	Ongoing	DF and RF
	PF-11	Joint-Use Study and Agreements	CDD, Finance, and PW	Initiate in 2002	GF
12.3.G	PF-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
	PF-5	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
	PF-10	Development Agreements			
In order to be consistent with other City policies and the Rio Vista Principles (Preserve the small-town character), the City's preference is to maintain small schools at a similar size as today. Rather than increase the size of schools to a point that is not consistent with today's quality of life, Rio Vista schools should be smaller than the typical "standard" in larger suburban districts. The number of sites should be increased after a particular size is reached, rather than further increases to					

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	is reached, rather than further increases to the size of facilities. The following guidelines (<i>shown in Table 12-2</i>) are adopted: • Elementary schools should contain no more than 500 students; • Middle schools should contain no more than 600 students; • High schools should contain no more than 1,000 students. These guidelines are consistent with current estimates of capacity by the River Delta Unified School District's <i>Facilities Master Plan</i>.					
12.3.H	The City shall require that new and expanded facilities funded by development impact fees be constructed in the service area from which the fees were raised, to ensure that adequate facilities are located where the demand is created. Fees paid by residents of new homes in Rio Vista shall be used to provide school facilities in Rio Vista.	PF-4 PF-5 PF-12	<i>Development Review</i> <i>Interagency Coordination</i> <i>Development Agreements</i>	PW and CDD CDD, PW, and PRC CM and SD	Ongoing Ongoing Ongoing	RF, GF, and DF GF and RF DF and GF
12.4.A	The City shall provide for the review and comments on development proposals by utility companies.	PF-4 PF-5	<i>Development Review</i> <i>Interagency Coordination</i>	PW and CDD CDD, PW, and PRC	Ongoing Ongoing	RF, GF, and DF GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
12.4.B	The City shall require the provision of necessary utility easements in all new developments.	PF-4 PF-5	Development Review Interagency Coordination	PW and CDD CDD, PW, and PRC	Ongoing Ongoing	RF, GF, and DF GF and RF
12.4.C	The City shall require utility providers and developers to plan and construct uses and equipment in a manner consistent with adopted land use policies and design guidelines, to the extent feasible.	PF-4 PF-5 PF-15	Development Review Interagency Coordination Zoning Ordinance Review and Update	PW and CDD CDD, PW, and PRC CDD, PC, and CC	Ongoing Ongoing Jan. 2004	RF, GF, and DF GF and RF GF, AF, and DF
12.4.D	The City shall ensure that adequate new technology service is provided to all sectors and locations within the community, particularly telecommunications and internet services.	PF-4 PF-5 PF-10 PF-16	Development Review Interagency Coordination Development Agreements Franchise Ordinance	PW and CDD CDD, PW, and PRC CM and SD CDD	Ongoing Ongoing Ongoing Initiate in Jan. 2003	RF, GF, and DF GF and RF DF and GF GF, DF, and RF
12.4.E	The City shall address and resolve the issues raised by competing cable television services in different parts of the community; all services should be franchised to the City. The City shall ensure that equal access to local public television events and the latest technologies provided by CATV carriers (internet access and other emerging communications services) are readily available to all residents and businesses.	PF-4 PF-5 PF-16	Development Review Interagency Coordination Franchise Ordinance	PW and CDD CDD, PW, and PRC CDD	Ongoing Ongoing Initiate in Jan. 2003	RF, GF, and DF GF and RF GF, DF, and RF
12.4.F	The City shall plan for local self-sufficiency for electricity, to the extent feasible.	PF-5	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
		PF-17	<i>Power Plant and Public Financing Feasibility Study</i>	PW and ED	Jan. 2004	RF and DF
12.5.A	The City shall provide reliable and secure water sources for current and future residents.	PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-18	<i>Aquifer Study</i>	ED and PW	Jan. 2002	
		PF-19	<i>Utilities Master Plan Update</i>	PW and ED	Jan. 2004	RF, DF, and GF
12.5.B	The City shall provide adequate water treatment capacity and infrastructure.	PF-2	<i>Development Impact Fees</i>			
		PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review Process</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-19	<i>Utilities Master Plan Update</i>	PW and ED	Jan. 2004	RF, DF, and GF
12.6.A	The City shall expand treatment capacity to adequately accommodate projected new growth and the population estimated at the end of the planning period of this General Plan (2020). The City shall develop the new Northwest Wastewater Treatment Plant expansion as soon as financially feasible.	PF-2	<i>Development Impact Fees</i>			
		PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		PF-19	<i>Utilities Master Plan Update</i>	PW and ED	Jan. 2004	RF, DF, and GF
12.7.A	The City shall review and update the franchise agreement with the current and potential future solid waste franchisers every 5 years.	PF-16	<i>Franchise Ordinance</i>	CDD	Initiate in Jan. 2003	GF, DF, and RF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy	Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
12.8.A The City shall develop and implement water conservation standards.	PF-4 Development Review	PW and CDD	Ongoing	RF, GF, and DF
	PF-20 Landscape Ordinance	CDD	Initiate in 2002	GF and DF
	PF-21 Water and Energy Conservation Program/Ordinance	PW and CDD	Initiate in Jan. 2004	GF and RF
	PF-22 Water Metering and Usage-Based Rate Structure Plan	PW, CM, and ED	Ongoing	GF and DF
	PF-23 Wastewater Reuse			
12.9.A The City shall operate the airport in a safe and cost-effective manner, consistent with the needs of the public and Federal Aviation Authority regulations.	PF-3 Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
	PF-5 Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
	PF-24 Airport Master Plan Update			
	PF-25 Cost/Revenue Analysis	Finance and CDD	June 2003	GF
12.9.B The City shall ensure that airport operations remain compatible with adjacent land uses.	PF-4 Development Review	PW and CDD	Ongoing	RF, GF, and DF
	PF-5 Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
	PF-24 Airport Master Plan Update			
12.10.A The City shall ensure that new growth will pay for the facilities and services it requires Without an additional burden to existing residents. The City shall ensure that sufficient resources exist in order to provide for an adequate level of service delivery, operation, and maintenance of capital facilities.	PF-3 Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
	PF-4 Development Review	PW and CDD	Ongoing	RF, GF, and DF
	PF-5 Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
	PF-10 Development Agreements	CM and SD	Ongoing	DF and GF
	PF-25 Cost/Revenue Analysis	Finance and CDD	June 2003	GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b	
12.10.B	The City shall create local, self-sufficient funding sources for new facilities rather than outside sources that cannot be relied on consistently.	PF-26	AB 1600 Analysis	CDD and Finance	Initiate in 2002	GF and RF
		PF-3	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		PF-5	Interagency Coordination	CDD, PW, and PRC	Ongoing	GF and RF
		PF-10	Development Agreements	CM and SD	Ongoing	DF and GF
		PF-25	Cost/Revenue Analysis	Finance and CDD	June 2003	GF
		PF-26	AB 1600 Analysis	CDD and Finance	Initiate in June 2002	GF and RF
12.10.C	The City shall review and update the costs of capital facilities and adjust development fees and other revenue sources on a regular basis. Prior to completion of the AB1600 citywide master analysis (PF-27), the share of financial responsibility for the facilities costs and impacts on the community will be determined on a project by project basis. The project sponsor or developer will be responsible for the cost of this analysis. The City may require a particular project to fund the master study, with reimbursement to be made for areas not affected by the particular project through credits against developer fees when	PF-3	Capital Improvement Program	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	Development Review	PW and CDD	Ongoing	RF, GF, and DF
		PF-10	Development Agreements	CM and SD	Ongoing	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

	Policy		Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
	credits against developer fees when building permits for that project are issued.	PF-26	<i>AB 1600 Analysis</i>	CDD and Finance	Initiate in 2002	GF and RF
12.10.D	The City shall ensure that all future development agreements and agreement amendments contain updated and adequate fees to fund the infrastructure needed to serve new growth. Fees should remain flexible rather than being "locked in" so that needs arising after the date of the agreement can be met.	PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-5	<i>Interagency Coordination</i>	CDD, PW, and PRC	Ongoing	GF and RF
		PF-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF
		PF-26	<i>AB 1600 Analysis</i>	CDD and Finance	Initiate in 2002	GF and RF
12.11A	Priority for new services and facilities and extensions of infrastructure will be given to projects that meet the following criteria: 1. Proximity to existing facilities. 2. Financial mechanism in place to pay for the cost of the extension. 3. Proximity to existing neighborhoods, access points, and developed infrastructure. 4. The project is consistent with or facilitates specific goals and policies of this General Plan.	PF-3	<i>Capital Improvement Program</i>	CDD, PW, Finance, and CM	June 2003	GF, DF, and RF
		PF-4	<i>Development Review</i>	PW and CDD	Ongoing	RF, GF, and DF
		PF-10	<i>Development Agreements</i>	CM and SD	Ongoing	DF and GF

SUMMARY OF POLICIES & IMPLEMENTING ACTIONS

Policy	Implementing Action	Responsibility ^a	Time Frame	Funding Source ^b
^a AD = Administration Department CC = City Council CDD = Community Development Department (Planning Division) CE = City Engineer CM = City Manager	CVHA = City of Vallejo Housing Authority (contracts with Solano County for Rio Vista) ED = Engineering Department FD = Fire Department PC = Planning Commission PD = Police Department	PO = Property Owners PRC = Parks & Recreation Commission RA = Redevelopment Agency RC = Recreation Commission RRC = ?? SC = School District		
^b AF = Applicant fees BF = Building fees DF = Developer fees GF = General funds RF = Redevelopment funds LTF = Local transportation funds (Transportation Development Act) PAF = Program administration funds (Housing Authority) PF = Permit fees CDBG = Community development bond grants RHSF = Redevelopment housing set-aside funds SFG = State and federal grants				

Project Information		Project Details		Project Status	
Project Name	Project ID	Project Manager	Project Start Date	Project End Date	Project Status
Project A	101	John Doe	2014-01-01	2014-03-31	Completed
Project B	102	Jane Smith	2014-04-01	2014-06-30	In Progress
Project C	103	Mike Johnson	2014-07-01	2014-09-30	On Hold
Project D	104	Sarah Brown	2014-10-01	2014-12-31	Not Started

RIO VISTA GENERAL PLAN
Persons and Organizations Consulted

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A to Z

Glossary of Terms

There are two sections in this glossary of terms, "Abbreviations" and "Definitions of Specialized Terms and Phrases." If an abbreviated term requires definition, it appears in both sections; therefore, some overlap of terms does occur.

A. Abbreviations

ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
ADT	average daily trips made by vehicles or persons in a 24-hour period
AG	agricultural (<i>in zoning designations</i>)
AHP	Affordable Housing Plan
ALS	advanced life support
ALUP	Airport/Compatibility Land Use Plan
AQAP	Air Quality Attainment Plan
AQMP	Air Quality Management Plan
BART	Bay Area Rapid Transit
BMP	best management practice
BRAC	Base Realignment and Closure Act of 1995
CAA	California Clean Air Act
CAC	Rio Vista Community Action Center
Caltrans	California State Department of Transportation
CBD	central business district
CCRC	California Community Reinvestment Corporation
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CHFA	California Housing Finance Agency
CHP	California Highway Patrol
CIP	Capital Improvement Program
City	City of Rio Vista
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	community noise equivalent level
CUPA	Certified Unified Program Agency
dB	decibels
dBA	"A-weighted" scale for measuring sound in decibels
DCB	Development Constraints & Boundaries
Delta	Sacramento-San Joaquin River Delta
DOF	U.S. Department of Finance
DOT	U.S. Department of Transportation
DPC	Delta Protection Commission
DSL	digital subscriber line

DWR	California Department of Water Resources
du/ac	dwelling units per acre
EIR	environmental impact report
EMS	Emergency Management Services
EMS	Emergency Medical Services
EMT	emergency medical technician
EPA	U.S. Environmental Protection Agency
EPS	Economic & Planning Systems, Inc.
FAR	floor area ratio
FBO	fixed base operator
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FmHA	Farmers Home Administration
GPA	General Plan Amendment
gpm	gallons per minute
GPSC	General Plan Steering Committee
H&S	California Health and Safety Code
HCD	California Department of Housing and Community Development
Highway 12	State Route 12
HMBP	Hazardous Material Business Plan
HOA	Home Owners Association
HUD	U.S. Department of Housing and Urban Development
I-80	Interstate 80
IDB	industrial development bonds
IE	industrial/employment (<i>in zoning designations</i>)
ISO	Independent Systems Operator
ISO	Insurance Services Office
JPA	Joint Powers Authority
kV	kilovolt
LAFCO	Local Agency Formation Commission
Ldn	a day-night average sound level
LOMR	Letter of Map Revision
LOS	level of service
LPO	Local Planning Organization
LSRA	Local Sensitive Resources Area
LTF	Local Transportation Fund
MCC	Mortgage Credit Certificate
MG	manufacturing (<i>in zoning designations</i>)
mgd	million gallons per day
MIS	Major Investment Study
mph	miles per hour
MPO	Metropolitan Planning Organization
msl	mean sea level
MTC	Metropolitan Transportation Commission
MTP	Metropolitan Transportation Plan
MW	megawatt
NBA	North Bay Aqueduct

NC	neighborhood core (<i>in zoning designations</i>)
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NR	neighborhood residential (<i>in zoning designations</i>)
NRCS	U.S. Natural Resources Conservation Service (formerly the U.S. Soil Conservation Service)
NS/MXD	neighborhood service/mixed use (<i>in zoning designations</i>)
NWWTP	Northwest Waste Water Treatment Plant
OES	California State Office of Emergency Services
OPR	California State Office of Planning and Research
OSR	Open Space and Recreation
PF	Public Facilities and Services
PG&E	Pacific Gas and Electric Company
PHLF	Potrero Hills Landfill
PM ₁₀	particulate matter 10 microns or less in diameter
PSR	Project Study Report
PUD	planned unit development
RDUSD	River Delta Unified School District
RE	residential estate (<i>in zoning designations</i>)
RHND	Regional Housing Needs Determination
RTP	Regional Transportation Plan
RVFD	Rio Vista Fire Department
RVSS	Rio Vista Sanitation Service
RWQCB	Regional Water Quality Control Board
SAHF	Solano Affordable Housing Foundation
SCHA	Solano County Housing Authority
SD	special district (<i>in zoning designations</i>)
SEDCORP	Solano Economic Development Corporation
SEECON	A. D. Seeno Development Company
SEMS	Standardized Emergency Management System
SLRA	sensitive local resource area
SOI	sphere of influence
SPCC	Spill Prevention, Control and Countermeasures
sq. ft.	square foot
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
Task Force	Highway 12 Safety Task Force
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TDR	transfer of development right
TEA	Transportation Equity Act
TLC	Transportation for Livable Communities
TSM	Transportation System Management
UBC	Uniform Building Code
UGB	urban growth boundary
USDA	U.S. Department of Agriculture

B. Definitions of Specialized Terms and Phrases

ABAG. See *Association of Bay Area Governments*.

Accessibility. The relative ease with which a location can be reached via various modes of transportation.

"Active" parklands. See *Open Space Parklands, Types*.

Active recreation. See *Recreation, Active*.

Adverse impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

ADT. see *Average Daily Trips*.

Aesthetics. The perception of artistic elements, or elements in the natural or built environment that are pleasing to the eye.

Affordability. Affordability, for the purpose of the Housing element analysis, is a function of two primary factors: (1) the proportion of total income a household is able to reasonably be expected to expend on housing costs and still meet other essential needs (e. g., the "overpayment" threshold); and (2) the cost of housing available, in the form of mortgage payments and taxes for owner occupants or monthly rent.

Affordability requirements. Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very-low- and low-income households for a specified period.

Affordable housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing.

Agricultural preserve. Land designated for agriculture conservation. Also see *Williamson Act*.

Agriculture. Use of land for the production of food and fiber, including the growing of crops or the grazing of animals on natural prime or improved pasture land.

Agricultural easement. An easement to adjacent agricultural uses, similar to an aviation easement around airports, that may be considered as a mitigation measure for significant impacts to the agriculture-urban interface.

Agriculture-related business. Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinaries, and other businesses supporting local agriculture.

Air Quality Attainment Plan (AQAP). See *Yolo-Solano Air Quality Management District*.

Air Quality Management Plan (AQMP). See *Yolo-Solano Air Quality Management District*.

Airport/Land Use Compatibility Program (ALUP). The *Airport/Land Use Compatibility Plan* (ALUP), which the Solano County Airport Land Use Commission adopted by ordinance in 1988, sets forth the criteria that the Commission will use in evaluating land use plans and development projects in the vicinity of the Rio Vista Airport.

Alleys. See *Street Classification System*.

Alluvial. Soils deposited by stream action.

Alquist-Priolo Special Studies Zone Act of 1972. This Act addresses areas identified by the State Geologist as likely to experience earthquakes. The Alquist-Priolo Act focuses on surface fault rupture and not shaking. It addresses earthquake safety in building permits and subdivision procedures by requiring project applicants to submit a registered geologist's report describing potential for onsite surface rupture. Rio Vista is not included within any special study area and, consequently, not subject to these requirements.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient air quality. The atmospheric concentration (amount in a specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient air quality standards. The prescribed level of pollutants in the outside air that cannot be legally exceeded during a specified time in a specified geographical area.

Ambient Noise Level. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environment noise at a given location.

Annex. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Annexation. Annexation is the means by which an existing city extends its corporate boundaries. State law attempts to link local land use and open space policies to the annexation process, and requires the LAFCO to consider numerous factors in reviewing annexation proposals. Some of these factors include population density; land area and use; the need for organized community services; economic and social impacts on adjacent areas; conformity with LAFCO policies on providing planned, orderly, efficient patterns of urban development; and consistency with appropriate city or county general and specific plans. State law prohibits annexations by a city into more than one county.

Apartment. (1) One or more rooms of a building used as a place to live, in a building consisting of at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

AQAP. See *Yolo-Solano Air Quality Management District*.

AQMP. See *Yolo-Solano Air Quality Management District*.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archeological. Relating to the material remains of past human life, culture, or activities.

Areas of concern. Not all lands in a planning area are necessarily designated for annexation into the city or SOI within the timeframe of the General Plan. A city's planning area may include unincorporated land in which both the city and county have an interest. Such unincorporated areas of common interest often are referred to as "areas of concern."

Army Base Reuse Master Plan. The *Army Base Reuse Master Plan* describes the potential opportunities and constraints associated with reuse of the former Army Reserve Base.

Arterial streets. See *Street Classification System*.

Article 34. This referendum is a provision in the State Constitution that requires obtaining voter approval before any public entity undertakes programs to own, manage, or finance housing where more than 49% of the units are set aside specifically for those in the low-income category.

Assisted housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs, including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 233, 236, and 202, Federal Section 221(d)3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in-lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Assisted unit. A housing unit that is currently bound, as a result of receiving financial assistance by federal, state, or local regulations, to remain affordable to lower income households.

Association of Bay Area Governments (ABAG). Comprehensive planning agency for the 100 cities and 9 counties of the San Francisco Bay Area; serves as the Metropolitan Planning Organization (MPO) for these counties; primarily addresses issues relating to land use, circulation, and air quality; prepares the Metropolitan Transportation Plan (MTP).

Assumptions. Assumptions are conditions, events, or forces that are expected to exist or occur no matter what we do in a particular planning effort.

Attainment area. An area that is in compliance with the national and/or California ambient air quality standards for a particular pollutant.

Average daily trips (ADT). The measurement of average daily trips made by a vehicle or person within a 24-hour period is determined by the number of residences taking direct access, the location of a segment or block within the development (i.e., how many other streets feed traffic onto the particular segment), and the directional preference of drivers to and from traffic attractors outside the block.

A-weighted decibel (dBA). A-weighting de-emphasizes low frequencies to better correlate with the response of the human ear to sound (i.e., the human ear is more sensitive to high frequencies). The zero on the dBA scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. The dBA scale is a logarithmic rather than a linear measure of sound intensity; consequently, a 10-dBA sound level increase denotes a factor of 10 higher in intensity, while a 20-dBA increase denotes a factor of 100.

Base density. In residential density measurements, the base is an average density that each development project is expected to achieve. Each district has a base density range within which the overall average for the project is expected to fall. In nonresidential intensity measurements, the base density is the same except that the intensity measure is floor area ratio, rather than dwellings per acre.

Best management practice (BMP). BMPs required by Rio Vista are a set of measures recommended by the U.S. Natural Resources Conservation Service that prescribe approaches to design, construction, and maintenance techniques in order to ensure that development near a sensitive corridor would not cause or worsen natural hazards (e.g., erosion, sedimentation, flooding, and water pollution). Techniques include erosion and sediment control practices, such as hay bales, turbidity screens, temporary vegetation, and other management practices to minimize siltation, sedimentation, and erosion. Additional BMPs may include oil and sand separators, grassy swales, detention ponds, vegetative buffers, and other source control and treatment measures.

Bicycle lane (Class II route). See *Caltrans Bicycle Route Standards*.

Bicycle path (Class I route). See *Caltrans Bicycle Route Standards*.

Bicycle route (Class III route). See *Caltrans Bicycle Route Standards*.

Bikeways. A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Buffer. A physical separation between activities to protect the public or adjacent uses.

Buffer zone. An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. The buildout year for the *Rio Vista General Plan 2001* is 2020.

California Administrative Code (Title 25) (California Code of Regulations). This code enforces the State's noise guidelines for single-family attached units, apartments, hotels, and motels but not for single-family detached units. The guidelines recommend a maximum exterior noise level of 60 dBA (CNEL) for residential uses. If multi-family or single-family attached units are proposed in areas of potential incompatibility or in areas where future noise levels exceed 60 dBA (CNEL), they would be subject to Title 25—which requires a detailed noise analysis with recommended noise abatement measures, as required.

California Community Reinvestment Corporation. The Community Reinvestment Act, enacted by Congress in 1977, encourages local financial institutions to actively identify and help meet the credit needs of their communities. The California Community Reinvestment Corporation (CCRC) was established by a consortium of federally chartered banks in California and provides below-market-rate financing for the development of affordable housing.

California Environmental Quality Act (CEQA). A state law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "programmatic" EIR.

California Homeownership Assistance Program. The California Homeownership Assistance Program issues funds through the Department of Housing and Community Development (HCD) to pay for up to 49 percent of a home in return for equity participation. Commitments for the funds can be made to non-profit and for-profit developers of new construction.

California Housing Finance Agency. The California Housing Finance Agency (CHFA) issues tax-exempt bonds, through its Home Ownership Home Improvement Program, to provide low-interest financing for home purchase or rehabilitation by households in areas with a shortage of reasonably priced mortgage money, and in areas where revitalization is necessary. Private for-profit and non-profit sponsors of new construction are eligible to receive loan commitments through this program. In addition, CHFA issues Redevelopment Agency Senate Bill 99 bonds to provide long-term, low-interest loans to finance rehabilitation or new construction in specified areas.

California Public Utilities Code. Sections 21670 et seq. of the Public Utilities Code authorizes establishment of an airport land use commission and the formation of a comprehensive airport land use plan (ALUP) that will "protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The Rio Vista General Plan and specific plans must be consistent with the ALUP, or the governing body of the local jurisdiction must take specific steps to override the commission's recommendations.

California Vehicle Code. This code sets noise emission standards for new vehicles, including autos, trucks, motorcycles, and off-road vehicles. Performance standards also apply to all vehicles operated on public streets and roadways. Section 216 of the Streets and Highways Code regulates traffic noise received at schools near freeways. The California Highway Patrol (CHP) enforces these standards on local freeways.

Caltrans bicycle route standards

Class I route. Off-street pathways. These pathways are entirely separated from street traffic (at least several feet from curb), with 4 feet per lane on two-way facilities; if combined with pedestrian use, an additional 2.4 feet in width is necessary. May also be entirely removed from the street network. Preferred locations are in natural and scenic areas, within the major trails and pathways shown in Figure 8-6 and within the right-of-way or adjacent to heavily traveled streets.

Class II route. Striped, separate lane on the street surface. The minimum width is 6 feet from the face of curb on each side of the street; or a 4-foot striped lane on the inside of the parking area, where on-street parking is allowed. (NOTE: Some communities adopt a standard for the striped lane to the outside of the parking area and/or vary the required lane width.) This typically occurs on a collector or arterial street, where there is greater roadway width and vehicular traffic volume is higher. Striping also is appropriate on local streets that provide connections to destinations such as schools, commercial centers, and the riverfront.

Class III route. Signed routes along local streets. These routes are established along through routes or local streets likely to be used by bicyclists where a path or lane is not feasible. They alert motorists to the likelihood of bicyclists sharing the roadway. These routes also may indicate a preferred route for bicyclists to use, such as a direct route to a school. Class III routes are established by placing Bike Route signs along the roadway.

Capital Improvement Program (CIP). A program, administered by a city or county government, which schedules permanent improvements, usually for a minimum of 5 years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon dioxide (CO₂). A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon monoxide (CO). A colorless, odorless gas resulting from incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects.

CC&Rs. See *Covenants, Conditions, and Restrictions*.

CDBG. See *Community Development Block Grant*.

CEQA. See *California Environmental Quality Act*.

Census. The official decennial enumeration of the population conducted by the federal government.

Certified Unified Program Agency (CUPA). See *Chapter 6.95 of the California Health and Safety Code*.

Chapter 6.95 of the California Health and Safety Code. This chapter requires all business that store above 55 gallons, 500 pounds, or 200 cubic feet of a hazardous material to report the quantity and locations of hazardous materials to the regulatory authority on an annual basis. This plan is referred to as the Hazardous Material Business Plan (HMBP) and includes a Consolidated Contingency Plan or Emergency Response Plan. The regulatory authority, or the Certified Unified Program Agency (CUPA), in Solano County is Solano County Department of Environmental Management. All hazardous materials sites generally are inspected annually by Solano County.

CIP. See *Capital Improvement Program*.

City. City with a capital "C" generally refers to the government or administration of a city. City with a lowercase "c" may mean any city or may refer to the geographical area of a city (e.g., the city limits).

City limits. This corporate boundary defines the area in which Rio Vista has authority to legislate and govern. Local government has the primary responsibility for the planning and regulation of land uses within its city limits.

Class I route (bicycle path). See *Caltrans Bicycle Route Standards*.

Class II route (bicycle lane). See *Caltrans Bicycle Route Standards*.

Class III route (bicycle route). See *Caltrans Bicycle Route Standards*.

Clustered development. Development in which a number of dwelling units are placed in closer proximity than usual or are attached, with the purpose of retaining an open space.

CMP. See *Congestion Management Plan*.

CNEL. See *Community Noise Equivalent Level*.

CO. See *Carbon Monoxide*.

CO₂. See *Carbon Dioxide*.

Collectors. See *Street Classification System*.

Commercial. A land-use classification that permits facilities for the buying and selling of commodities and services.

Community-based. The Rio Vista General Plan is both general and specific. For example, the Land Use element provides general land use designations and densities but relies on the Zoning Ordinance for implementation. Other elements, for example Community Character and Design, Open Space and Recreation, and Circulation, furnish more specific design guidelines and performance standards that are needed to ensure the goals of the General Plan are met.

Community Development Block Grant (CDBG). The CDBG program is a major federal program available to assist local government in the development of affordable housing. Funds

are used to encourage the construction of low-income housing, including funding non-profit corporations in their housing construction projects to acquire or write-down the cost of land for residential units of low- and moderate-income households and infrastructure improvements to assist in the construction of affordable housing.

Community noise equivalent level (CNEL). The average equivalent sound level during a 24-hour day, obtained after addition of approximately 5 decibels to sound levels in the evening from 7:00 PM to 10:00 PM and 10 decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Community park. See *Park, Types*.

Comprehensive. The Plan provides direction to coordinate all major components of the community's physical development.

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annual update a CMP.

Conservation. The maintenance of housing affordability through the use of various programs aimed at either reducing rents or preventing the units from being converted to uses other than affordable housing.

Consistency. The state of being free from variation or contradiction; consistency of a proposed project is the degree to which it complies with the General Plan policies and overall intent of the Plan; the project must represent a balanced compliance with all of the General Plan policies. State law requires consistency between a General Plan and implementation measures such as the zoning ordinance.

Constraints. Constraints are physical, economic, social, or political circumstances that impede or make more difficult the response to an issue.

County. County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county boundaries).

Covenants, conditions, and restrictions (CC&Rs). A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion. A standard upon which a judgment or decision may be based. Also see *Standards*.

Cross streets. Streets that connect blocks but to which no lots take direct access. These streets are typically short segments crossing with no more than two or three intersections.

Cumulative impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

CUPA. See *Chapter 6.95 of the California Health and Safety Code.*

Day-night average sound level (L_{dn}). The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10:00 PM and before 7:00 AM.

dB. See *Decibel.*

dBA. See *A-weighted decibel.*

Decibel (dB). A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure, which is 20 micropascals (20 micronewtons per square meter).

Delta Fire Protection District. Locates fire protection facilities and provides emergency medical, fire suppression, and protection services as needed to serve developed and undeveloped areas.

Delta Protection Act of 1992. The California State Legislature passed the Delta Protection Act of 1992, which created the Delta Protection Commission (DPC) to provide regional coordination of the Primary Zone of the legal Delta. The DPC developed a long-term *Land Use and Resource Management Plan* for the 487,265-acre Primary Zone of the Delta, which constitutes 71 percent of the legal Delta (Delta Protection Commission, 1995). As stated in the Act, the goals of the management plan are to “protect, maintain, and, where possible, enhance and restore the overall quality of the delta environment, including, but not limited to agriculture, wildlife habitat, and recreational activities.” The Delta Protection Act of 1992 acknowledges that agricultural land within the Delta is of significant value as open space and habitat for waterfowl using the Pacific Flyway. All DPC lands within the Rio Vista Planning Area are classified as part of the Primary Zone.

Delta Protection Commission. See *Delta Protection Act of 1992.*

Density. The average number of families, persons, or housing units per unit of land; usually density is expressed “per acre.” Thus, the density of a development of 300 units occupying 40 acres is 7.5 units per acre.

Density bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision of affordable housing or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very-low-income households, or 50 percent of its units for seniors is entitled to a density bonus. Also see *Transfer of Development Rights.*

Density transfer. A way of retaining open space by increasing densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving historic, sensitive, or hazardous areas unchanged. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

The City will permit a transfer from any required agricultural buffer area to other parts of the development. It is the City's intent that the density resulting from the transfer will not exceed the mapped density permitted by the residential land use designation on the portion of the property adjoining the buffer. The transferable density for any given site may be less than the maximum if the City determines that the land is incapable of accommodating the maximum density because of slope, geologic hazard, or other environmental factors.

Design review; design control. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Destination retail. Retail businesses that generate a special-purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Developable land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of or significant affect on, natural resource areas.

Development. The physical extension or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Downtown Marketing and Design Study. The *Downtown Marketing and Design Study* establishes a specific land use, design, marketing, and financing plan for revitalization and economic development in the historic downtown core.

DPC. See *Delta Protection Act of 1992*.

du/ac. See *Dwelling units per acre*.

Dwelling unit. A room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Dwelling units per acre (du/ac). In residential density measurements, the number of homes, apartments, condominium units, or other types of living unit on an acre of land. Most

references for General Plan purposes are *gross* density, or the number of units on all residential land area within the project or district, including streets, parks, and other open space.

Easement. Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property of individuals to be able to install and maintain utility facilities.

Emission rates. The amount of pollutants emitted during a particular period.

Endangered species. See *Special-Status Species*.

Environmental impact report (EIR). A report required of General Plans by CEQA, which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. Also see *California Environmental Quality Act (CEQA)*.

Expressway. See *Street Classification System*.

Equivalent sound level (L_{eq}). The sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is typically computed over 1, 8, and 24-hour sample periods.

FAR. See *Floor Area Ratio*.

Farmers Home Administration (FmHA). A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible. Capable of being done, executed, or managed successfully from the standpoint of the physical or financial abilities of the implementer(s).

Federal Home Loan Bank Board. The Federal Home Loan Bank Board established the Affordable Housing Plan (AHP), which provides grants for the development of affordable rental housing.

FIRM. See *Flood Insurance Rate Map*.

Flood, 100-year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year floodplain has a 1/100 or 1 percent chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community. Also see *National Flood Insurance Program*.

Floodplain. The relative level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one-percent chance of flooding in any given

year is designated as an “area of special flood hazard” by the Federal Insurance Administration. Also see *Flood, 100-Year*.

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the “base flood” without cumulatively increasing the water surface elevation more than 1 foot. No development is allowed in floodways.

Floor area ratio (FAR). In nonresidential intensity measurements, the FAR is expressed in a percentage or decimal; this measure indicates the amount of building floor area on a parcel of land or area. The higher the FAR, the greater the range of activities possible and the more likely that multiple shopping tasks or errands will be accomplished with one auto trip (“park once”).

A typical single-story suburban shopping center has a FAR of 0.2–0.25, or 20–25 percent of the total site. A 10-acre parcel (435,600 sq. ft.) would yield about 80,000–100,000 sq. ft. of commercial space.

A small downtown shopping district may have FARs on individual parcels as high as 2.0, or 200 percent of the site area, since parking is often in public lots or onstreet and most of the parcel is covered by two or more floors of building.

FmHA. See *Farmers Home Administration*.

Freeway. See *Street Classification System*.

Geological. Pertaining to rock or solid matter.

General plan. The General Plan is a document prepared under provisions of State law which describes and documents a community’s decisions concerning its future.

Goals. Goals state the overall desired conditions that the City would like to achieve as part of its vision. Goal statements are general.

Gross developable acres. The land remaining after overhead power lines and their easements, areas within the designated 100-year floodplain, and any lands not designated for residential uses are subtracted.

Gross income. Total income before taxes or other deductions.

Groundwater. Water under the earth’s surface, often confined to aquifers capable of supplying wells and springs.

Groundwater recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage. Also see *Aquifer*.

Guidelines. Policy statements that provide a set of detailed instructions about how to conduct some aspect of land use or design regulation.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hazardous Material Business Plan (HMBP). See *Chapter 6.95 of the California Health and Safety Code*.

HCD. See *Housing and Community Development Department of the State of California*.

Helen Madere Bridge. Also known as the *Rio Vista Bridge*.

Herbaceous upland. Annual grassland is found primarily on the broad, gentle interior slopes of the perimeter levees.

Historic. Associated with an important local, state, or national event, or representing an outstanding example of an architectural period.

HMBP. See *Chapter 6.95 of the California Health and Safety Code*.

HOME Program, The. Administered through HCD, the HOME Program provides a matching grant of up to \$1 million for projects that are at least 20 percent affordable to lower income households.

Household. All those person-related or unrelated—who occupy a single housing unit. Also see *Affordability*.

Housing and Community Development Department of the State of California (HCD). The state agency that has principal responsibility for assessing, planning, for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA). A local housing agency is established in state law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing. Vallejo Housing Authority and Solano County Housing Authority are examples of local housing authorities.

Housing and Urban Development (HUD). A cabinet-level department of the federal government that administers housing and community development programs.

Housing costs. Principal, interest, taxes, and insurance payments paid by the homeowner; rent payment and utilities paid by the renter.

HUD. See *Housing and Urban Development*.

Hydrocarbons (Natural Gas) Ordinance. The City's Hydrocarbons (Natural Gas) Ordinance regulates the drilling and production operation through the Conditional Use Permit process, in order "to promote the economic recovery of natural gas in a manner compatible with surrounding land uses and protection of public health and safety."

Impact. The effect of any direct human actions or indirect repercussions of human actions on existing physical, social, or economic conditions.

Implementing actions. More specific and include precise actions to achieve the stated policies. Implementing actions include who is responsible, when the action will be implemented, how the action will be funded, and a quantified objective (if applicable.) Each element contains one or more components structured in a similar manner.

Income categories. The City recognizes five income categories, which are described below.

- **Very low income.** Household income is 50 percent or less of the median income for a household of similar size.
- **Low income.** Household income is between 50 and 80 percent of the median income for a household of similar size.
- **Middle income.** Household income is between 80 and 100 percent of the median income for a household of similar size.
- **Moderate income.** Household income is between 100 and 120 percent of the median income for a household of similar size.
- **Above-moderate income.** Household income is greater than 120 percent of the median income for a household of similar size.

Industrial. The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less-intensive warehousing and manufacturing.

Infill development. Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Inter-agency. Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intermittent stream. A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year. Also see *Perennial Stream*.

JPA. See *Joint Powers Authority*.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program that serves both units.

LAFCO. See *Local Agency Formation Commission*.

Land use designation. A system for classifying and designating the appropriate use of properties.

L_{dn}. See *Day-Night Average Sound Level*.

L_{eq}. See *Equivalent Sound Level*.

Level of service (LOS). Roadway operations are described in terms of level of service (LOS). LOS can be expressed as a quantitative measure and as a qualitative experience. The quantitative description focuses on how long drivers may have to wait to get through an intersection or the speed at which they can travel on a street. The qualitative measure focuses on how drivers perceive their driving experience.

- **Level of service A.** Indicates relatively free flow of traffic, with little or no limitations on vehicle movement or speed.
- **Level of service B.** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in one signal cycle.
- **Level of service C.** Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- **Level of service D.** Denotes the level where traffic nears an unstable flow. Intersections still function but short queues develop and cars may have to wait through one signal cycle during short peaks.
- **Level of service E.** Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
- **Level of service F.** Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal cycles, and "upstream" intersections may be blocked by the long queues.

LHA. See *Housing Authority, Local*.

Linkage. With respect to jobs and housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program

must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Local Agency Formation Commission (LAFCO). A LAFCO is a local planning and regulatory authority empowered to review, and to approve or deny, local boundary changes and municipal reorganizations. LAFCO evaluates requests for changes to a city's sphere of influence (SOI) in terms of the present and planned uses for the area, the present and probable need for public facilities and services in the area, the capacity of the municipality to serve the area, and the impact of the change on any social or economic communities of interest in the area. In addition, applications are evaluated as to their consistency with policies and standards of Solano and Sacramento Counties for both annexations and amendments to municipal SOI boundaries. The Rio Vista City Council and Solano County LAFCO must approve all requests for annexation. The local LAFCO is made up of two members of the Solano County Board of Supervisors, two members who represent the seven incorporated cities in Solano County, and one independent public member.

Local roads. See *Street Classification System*.

Long-range. However imperfect the vision of the future, almost any development decision has effects lasting more than 20 years. To create a useful context for development decisions, the General Plan looks toward the year 2020 and beyond.

Low income. See *Income Categories*.

Manufactured housing. Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). Also see *Mobile Home*.

Marsh. Usually an area periodically or permanently covered with shallow water, either fresh or saline. Any area designated as marsh or swamp on the largest scale U.S. Geological Survey topographic map most recently published.

Mean sea level. The average altitude of the sea surface for all tidal stages.

Median income. The income level at which 50 percent of total households earn more and 50 percent of the households earn less.

Metropolitan Planning Organization (MPO). See *Association of Bay Area Governments (ABAG)*.

Metropolitan Transportation Plan (MTP). See *Association of Bay Area Governments (ABAG)*.

Middle income. See *Income Categories*.

Minor/limited residential streets. generally have parking only on one side, due to elements being present to reduce the need for on-street parking. This allows a narrower street with a lower design speed (15 mph) that is expected to accommodate less than 500 ADT.

Mitigate. To ameliorate, alleviate, or avoid to the extent reasonably feasible. According to CEQA, mitigations include: (1) avoiding an impact by not taking a certain action or parts of an action; (2) minimizing an impact by limiting the degree or magnitude of the action and its implementation; (3) rectifying an impact by repairing, rehabilitation, or restoring the environment affected; (4) reducing or eliminating an impact by preserving and maintaining operations during the life of the action; (5) compensating for an impact by replacing or providing substitute resources or environments.

Mixed use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile home. A structure transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that: (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down to (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. Also see *Manufactured Housing*.

Moderate income. See *Income Categories*.

Monitoring program. The measures the City will implement in updating the needs and gauging the success of its housing programs.

Mortgage Credit Certificate Program. The Mortgage Credit Certificate (MCC) Program was authorized by Congress in the Tax Reform Act of 1984. The program issues federal income tax credits for qualifying first-time homebuyers and thereby increases their ability to make payments on a home.

MPO. See *Association of Bay Area Governments (ABAG)*.

MTP. See *Association of Bay Area Governments (ABAG)*.

Multi-family unit. A complex containing three or more family living units, including group quarters. Also see *Residential, Multiple Family*.

National Flood Insurance Program. A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately. Also see *Flood Insurance Rate Map (FIRM)*.

National Register of Historic Places (NRHP). The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Neighborhood. An area with a distinct identity owing to natural or artificial boundaries, the character of land uses in that area, and transportation patterns. a neighborhood may or may not have precise boundaries.

Neighborhood park. See *Park, Types*.

Net density. In residential density measurements, the number of units per acre after deducting the area set aside for public streets, parks, easements, and nonresidential land uses from the overall site. In nonresidential intensity measurements, the net density is the same except that the intensity measure is floor area ratio, rather than dwellings per acre.

Nitrogen oxides (NO_x). A combination of nitric oxide (NO) and nitrogen dioxide (NO₂). NO_x is typically generated during combustion processes and is a major contributor to smog formation and acid deposition.

NO_x. See *Nitrogen Oxides*.

Noise. Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise attenuation. Reduction of the level of a noise source using a substance, material, or surface, such as earth berms or solid concrete walls.

Noise contour. A line connecting points of equal noise levels as measured on the same scale. Noise levels greater than the 60-L_{dn} contour (measured in dBA) require noise attenuation in residential development.

Noise exposure contours. Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

Noise Exposure Contours and the California Noise Insulation Standards, The. The California Noise Insulation Standards (Title 25 of the California Government Code) for multi-family dwellings require an acoustical report for dwellings proposed in areas where the L_{dn} exceeds 60 dBA. The purpose of the acoustical report is to demonstrate the manner by which the development will meet the standards for interior noise levels. If noise measurements show that the on-site L_{dn} exceeds 60 dBA, an acoustical report will be required.

NRHP. See *National Register of Historic Places*.

Objective. A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that General Plans spell out the "objectives," principles, standards, and proposals of the General Plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Open space. An area with few or no paved surfaces or buildings, which may be primarily in its natural state or improved for use as a park.

Open space parklands, types

“Active” parklands. Traditional parklands refer to open space that provides a variety of active facilities for City residents. These sites are generally the type of facilities most people envision when describing a park. Traditional parklands typically include facilities such as ball fields, multi-use turf areas, hard Court areas, and picnic tables.

“Open space or passive” parklands. Non-traditional parklands refer to open space areas such as vernal pool preserves, riparian areas, and marshlands. Passive parklands may also include areas with unique topographical features or portions of gas well site. These lands may be used as passive recreational areas for visual and aesthetic enjoyment.

“Open space or passive” parklands. See *Open Space Parklands, Types*.

Ozone (O₃). A pungent, pale-blue reactive gas consisting of three oxygen atoms. Ozone is the product of the photochemical process involving solar energy and is a major component of photochemical smog.

Parcel. A lot, or contiguous groups of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks, types

Neighborhood park. A neighborhood park can generally be defined as a landscaped park of limited size for passive recreation of all ages, but with designated active areas. Neighborhood parks provide scenic and aesthetic value. Typical improvements found at neighborhood parks include athletic fields, multi-use turf areas, hard courts and playground equipment. Neighborhood parks fall into two categories: those located adjacent to school sites and those that are not. In general, facilities located adjacent to school sites are larger (typically 6-8 acres) and provide more active facilities; while those located away from school sites are smaller (generally 1-5 acres) and provide more passive facilities, such as picnicking, turf areas, and some natural areas. Neighborhood parks serve the recreational needs of people living within a one-quarter-mile radius (5 minutes walking distance). This park type includes small “neighborhood squares” or “mini-parks” of 2 acres or less.

Community park. A community park provides recreational opportunities beyond those supplied by neighborhood parks and is usually larger than a neighborhood park (typically 10-20 acres or more but can be smaller if community facilities are located there).

Regional park. Regional parks are identified as unique recreational centers that serve the entire urban population. These extensive park areas provide service and facilities that are specialized or of regional interest.

Particulate matter 10 microns or less in diameter (PM₁₀). An air pollutant consisting of solid or liquid matter, such as dust, soot, aerosols, fumes, and mists less than 10 microns in size. PM₁₀ causes visibility reduction and adverse health effects.

Passive recreation. See *Recreation, Passive*.

Peak hour/peak period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance standards. Zoning regulations that permit uses based on a particular set of standards of operation, rather than on particular types of uses. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impacts of a use.

Perennial stream. A stream that normally flows throughout the year. Also see *Intermittent Stream*.

Planning area. A city's planning area is distinct from its jurisdictional limits. Since the general plan is a policy document with a long-term perspective, a city's general plan logically may include adjacent territory that the city ultimately expects to annex or serve, or that is of particular interest to the city.

PM₁₀. See *Particulate matter 10 microns or less in diameter*.

Policies. indicate an action or direction that the City must take as a step toward achieving the desired condition or goal. Policies are more specific statements of how a goal will be interpreted or implemented. Policies may include guidelines, standards, and maps.

Pollutant. Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution. The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Predevelopment Loan Program. The Predevelopment Loan Program provides loans through HCD to local governments, housing authorities, or non-profit corporations for site acquisition and preparation, fees, and bonding expenses. A separate fund is also available to the same entities for land purchase in urban and rural areas.

Primary zone. See *Delta Protection Act of 1992*.

Principles. Principles are directly related to the community issues and concerns identified through the Town Hall meetings.

Program. An action, activity, or strategy carried out in response to an adopted policy in order to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Public and quasi-public facilities. Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Public transit. See *Transit, Public*.

Rare species. See *Special-Status Species*.

Reactive organic gas (ROG). Any gaseous compound containing carbon except methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, carbonates, ammonium carbonates, and halogenated hydrocarbons. ROG are one of the two classes of compounds (the other is NO_x) that are precursors to the formation of ozone.

Reclamation. The reuse of resources, usually those present in solid wastes or sewage.

Recreation, active. A type of recreation or activity that requires the use of organized play areas, including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, passive. Type of recreation or activity that does not require the use of organized play areas. For example, bird watching.

Regional. Pertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional park. See *Park, Types*.

Regional Transportation Plan (RTP). See *Solano Transportation Authority (STA)*.

Regulation. A rule or order prescribed for managing government.

Rental Housing Construction Program. The Rental Housing Construction Program is administered through HCD and provides funds to develop rental housing, primarily for low-income groups, through local agencies or the CHFA.

Rental housing tax credits. Rental housing tax credits are available to developers of rental housing that are affordable to households earning no more than 60 percent of median income (the "lower third" of the low-income group and all of the very-low-income group). Tax credits represent the federal government's largest effort to assist in the development of housing affordable to low-income households. The tax credits enable the owner of a rental complex that is affordable to low-income households to take an annual tax credit equal to 9 percent of the depreciable basis of the complex against the owner's federal tax obligation for up to 10 years.

Residential, multiple family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings. Also see *Multi-Family Unit*.

Residential, single family. A single dwelling unit on a building site. Also see *Single-Family Dwelling, Attached* and *Single-Family Dwelling, Detached*.

Residential streets. are expected to provide parking on both sides and carry traffic volumes of 500 average daily trips (ADT) or more. Also see *Street Classification System*.

Retrofit. To add materials or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Reverse annuity mortgage. The creation of a home equity conversion program (reverse annuity mortgage) would work in conjunction with local financial institutions to allow elderly homeowners a method of extracting equity out of their homes for repairs and as supplemental income.

Rezoning. An amendment to the map or text of a zoning ordinance to affect a change in the nature, density, or intensity of uses allowed in a zoning district or on a designated parcel or land area.

Richter scale. A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than the previous whole number.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Rio Vista Bridge. Also known as the *Helen Madere Bridge*.

Rio Vista Principles. The Rio Vista Principles are directly related to the community issues and concerns identified through the Town Hall meetings. Some of these principles are closely related to the *Ahwahnee Principles* established by the Congress for the New Urbanism in 1995. Most are derived from Rio Vista's own community concerns. The principles frame the goals and policies of the *Rio Vista General Plan 2001*.

Rio Vista Redevelopment Plan. The *Rio Vista Redevelopment Plan* was adopted to eliminate blight in the older sections of the City through revitalization of the historic downtown and redevelopment of the former airport site (Rio Vista Business Park), the waterfront, and other affected areas.

Riparian. Referring to the wildlife and vegetation associated with a river or stream.

Riparian habitat. Riparian habitat is associated with areas at the margins of perennial and intermittent streams, rivers, and other water bodies that have abundant soil moisture.

River Delta School District. Plans for and provides school facilities as needed to accommodate population growth.

ROG. See *Reactive Organic Gas*.

RTP. See *Solano Transportation Authority (STA)*.

Runoff. That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Sanitary landfill. The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Second unit. An attached or detached dwelling unit, which provides complete and independent living facilities ancillary to a main dwelling unit on the same premises. A second unit includes permanent independent facilities for eating, sleeping, cooking, and sanitation. Dwelling units of this type provide an affordable housing solution for small, low-income households (usually 1–2 persons).

Secondary zone. See *Delta Protection Act of 1992*.

Section 202. The Section 202 program provides long-term direct loans to private, non-profit sponsors in order to finance new construction for elderly and handicapped targeted income group members.

SEDCORP. A collaboration of the 7 cities and Solano County, in partnership with business and industry, and education, fosters economic growth, provides current market data, and represent the region on industry issues at the State and extra-regional levels.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Seismic hazard zone. Based on the Alquist-Priolo Act, an area designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new developments.

Seismic Hazards Mapping Act. This Act provides for a statewide seismic hazard mapping and technical advisory program. This program assists cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.

Pursuant to this Act, maps and accompanying information are to be made available to local governments for planning and development purposes. The Division of Mines and Geology, in implementing the Act, to the extent possible, is to coordinate its activities with, and use existing information generated from, the earthquake fault zones mapping program, the landslide hazard identification program, and the inundation maps prepared pursuant to *Section 8589.5* of the Government Code.

Senior housing. Age-restricted housing for persons over 55 years of age.

Sensitive Local Resource Areas (SLRA). A Sensitive Local Resource Area is an area possessing one or more natural resources that, when taken together, create a feature that is uniquely representative of Rio Vista's character. Also see *Sensitive Local Resource Areas Map*.

Sensitive Local Resource Areas Map. The map that identifies several significant areas in the Rio Vista planning area where one or more sensitive natural resources may be concentrated or that may feature several of these resources. Throughout the General Plan, these significant areas are referred to as "sensitive local resource areas" (SLRA). The SLRAs are mapped in *Figure 10-2*

in the Resource Management & Conservation element, as areas that are to be preserved to the extent feasible during the course of development. Also see *Sensitive Local Resource Areas (SLRA)*.

Setback. The horizontal distance between the property line and any structure.

Siltation. (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family dwelling, attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. Also see *Residential, Single-Family*.

Single-family dwelling, detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. Also see *Residential, Single-Family*.

Site. A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Site density. In residential density measurements, the density of a type of housing on a particular site or lot within a development project. In nonresidential intensity measurements, the site density is the same except that the intensity measure is floor area ratio, rather than dwellings per acre.

Slope. Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

SOI. See *Sphere of Influence*.

Soil. The unconsolidated material on the immediate surface of the earth that is created by natural forces and that serves as natural medium for growing plants.

Solano County Department of Environmental Management. Responsible for treatment, storage, and disposal of hazardous wastes, as well as the siting and management of hazardous waste facilities; prepares the Solano County Countywide Integrated Waste Management Plan.

Solano County Housing Authority Section 8 and Voucher Programs. The federal Section 8 and Voucher programs provide a direct subsidy for qualified very-low-income families to ensure that these households do not pay more than 30 percent of their gross income for housing.

Solano Economic Development Corporation (SEDCORP). SEDCORP is a non-profit organization that is devoted to promoting business development and expansion in Solano County. SEDCORP assists municipalities and business entities by providing a marketing and educational forum and a clearinghouse for business location inquiries about Solano County.

Solano Transportation Authority (STA). Responsible for planning a comprehensive, multi-modal transportation system in Solano County; prepares the Regional Transportation Plan (RTP).

Solid waste. Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Sound level. The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SPCC. See *Title 40 of the Code of Federal Regulations*.

Specific plan. A tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include detailed regulations, conditions, programs, or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan elements or a portion thereof.

Special-status species. Plant and animal species which are typically listed (state- and federally) as endangered, rare, and threatened, in addition to those species considered by a scientific community to be deserving of such listing.

Sphere of influence (SOI). A sphere of influence is defined in California Government Code Section 56076 as “[unincorporated land that constitutes] a plan for the probable ultimate physical boundaries and service area for a local agency as determined by LAFCO.”

Spill Prevention, Control, and Countermeasures (SPCC) Plan. See *Title 40 of the Code of Federal Regulations*.

STA. See *Solano Transportation Authority*.

Standards. Standards are policy statements that include a specific, quantified measure of performance.

State Department of Health Services Office of Noise Control. This department establishes the State Guidelines for acceptable noise standards. The agency’s Model Community Noise Control Ordinance contains recommended noise standards for cities and counties to use as guidelines in the development of their noise performance standards. Particular attention has been paid to the State’s exterior noise limits for rural land uses, which sets a maximum recommended level of 40–50 decibels (dB). (A decibel measurement adjusted to account for the decibel scale used to measure noise.) This recommendation has served as the basis for Rio Vista’s proposed adoption of a 45 dBA (a weighted decibel measurement) noise performance standard at the residential property line for those properties in proximity to natural gas well production.

State Homeownership Program. The State Homeownership Program will provide a \$15,000 second deed of trust at a 3 percent interest rate to help middle-income home buyers purchase a home.

Such unincorporated areas of common interest often are referred to as “areas of concern.” Although not within its jurisdiction, a city may designate land uses for these lands to reinforce the current county policies or to indicate a different preference. For example, a city can express its support of agriculture by assigning an agricultural land use designation to lands within the area of concern that are also designated for agriculture by the county. Conversely, the city may designate land within the area of concern for a use different from that of the county, to indicate the City’s preference for an alternative use of the area.

State Office of Planning and Research (OPR) Noise Element Guidelines. In accordance with Government Code Section 65302, the OPR Guidelines require that general plans identify and quantify major noise sources by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports, and representative industrial activities and fixed noise sources.

The Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines contain a land use compatibility table that describes the compatibility of different land uses with a range of environmental noise levels in terms of Ldn (a day-night average sound level). A noise environment of 60 dB Ldn or less typically is considered acceptable for residential uses according to those guidelines.

Storm runoff. Surplus surface water generated by rainfall that does not seep into the earthy but flows overland to flowing or stagnant bodies of water.

Street classification system

Freeway. Drivers use freeways primarily for long-distance trips. Cars can enter a freeway only at an interchange; major streets cross only at underpasses or overpasses. (Interstate 80, Interstate 680, Interstate 5, and Highway 4.)

Expressway. Drivers also use expressways for regional trips. Other roads may cross expressways at intersections with traffic signals, or they may have underpasses or overpasses. It is usually not possible to enter an expressway from an adjacent parcel of land. Speed limits range from 45 to 60 mph. (Highway 12 through Suisun City and Fairfield.)

Arterial streets. Drivers use these streets to travel to activity centers, freeways, expressways, and other arterials. Speed limits range from 35 to 45 mph. Driveways connect adjacent land uses directly; collector streets conduct traffic to the arterials. (Highway 12 in Rio Vista.)

Collector streets. Drivers use these streets to travel within and between neighborhoods, and to access adjacent land uses. Speed limits range from 25 to 35 mph. These streets collect traffic from local streets and route traffic to arterials. (Second Street, Drouin Drive, and Sierra Drive.)

Local roads, residential streets, and alleys. Drivers travel on these streets only to reach adjacent land uses. Local streets are designed to protect residents from through traffic. Speed limits are 25 mph or less. (The majority of Rio Vista's street network.)

Street furniture. Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Street trees. Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Structure. Anything constructed or created that requires location on the ground (excluding swimming pools, fences and wells used as fences).

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Section 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. Also see *Subdivision*.

Subsidize. To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Tax increment. Additional tax revenues that result from increases in property values within one development area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very-low- and low-income housing.

TCM. See *Transportation Control Measure*.

TDM. See *Transportation Demand Management*.

TDR. See *Transfer of Development Rights*.

Threatened species. See *Special-Status Species*.

Title 40 of the Code of Federal Regulations. This code, as well as the State Aboveground Petroleum Storage Act, require facilities or sites that store more than 660 gallons in a single container or 1,320 gallons in aggregate of oil to prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan. The SPCC Plan contains much of the same information as the

Contingency Plan described above for hazardous materials but is more detailed in the description of spill response and prevention measures.

Topography. Configuration of a surface, including its relief and the position of natural and human-made features.

Tourism. The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Town hall meetings. Rio Vista conducted four General Plan Town Hall meetings, on April 29, June 15, July 30, and September 2, 1998. The meetings were held to solicit community concerns and identify issues that would be the focus of the planning effort. Meetings addressed a variety of topics, including history, growth, and existing facilities; physical and environmental constraints and opportunities for parks, recreation, and community amenities; and economic development strategy and potential. Over 300 persons attended at least one of the four meetings.

Traffic model. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted to various non-residential land uses.

Trails and Pathways Map. The map that indicates where a comprehensive trails system will be instituted for the entire Rio Vista planning area as part of the Circulation & Mobility element of this General Plan.

Transfer of Development Rights (TDR). Also known as Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

The City shall encourage the use of transfer of development rights (TDRs) in Solano County as a tool to preserving open space and establishing agricultural buffers. These programs establish a means by which landowners may agree to limit or eliminate development rights on their parcels in perpetuity, by donating or selling them to a County agency or non-profit land trust (e.g., California Rangeland Trust). The agency or land trust is responsible for ensuring that the owner adheres to the terms of the agreement. In return, owners receive reductions in property and estate taxes, as well as a charitable tax deduction or cash infusion.

Transit. The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, public. A system of regularly scheduled buses or trains available to the public on a fee-per-ride basis. Also called "mass transit."

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the use of carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of *Transportation System Management*.

Transportation Control Measure (TCM). Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. TCM is an umbrella term for parking management, traffic management, and transit management.

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. TSM focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin—often from home, but not always) and one "attraction end" (destination). Also see *Traffic Model*.

Truck route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

TSM. See *Transportation Systems Management*.

UBC. See *Uniform Building Code*.

Uniform Building Code (UBC). A national standard building code that sets forth minimum standards for construction.

Urban. In the context of development, describing higher intensity non-rural development with a high level of improvements such as curbs, gutters, sidewalks, storm drains, underground sewer lines, paved roads, and other public improvements.

Urban design. The attempt to give form, in terms of both beauty and function, to selected urban areas, or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban growth boundary or urban limit line. This line designates the limit of future annexations and/or urban development.

Urban services. Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly arranged development.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, or enlarged in accordance with the City or County zoning ordinance and General Plan land use designation.

Use permit. The discretionary and conditional review of an activity, function, or operation on a site or in a building or facility.

Variance. A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only with demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle miles of travel. A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Vernal pool and vernal swale. Vernal pools and vernal swales are seasonally flooded depressions that pond water during the rainy season.

Very low income. See *Income Categories*.

Volume-to-Capacity Ratio. A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility had additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." Also see *Peak Hour/Peak Period* and *Level of Service*.

Watercourse. Natural or once-natural flowing (perennially or intermittently) water, including rivers, streams, and creeks. Also includes natural waterways that have been channelized, but does not include human-made channels, ditches, and underground drainage and sewage systems.

Watershed. The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake or reservoir.

Wetlands. Lands that are transitional between terrestrial and aquatic systems, where the water table is usually at or near the surface of the land and where the land is covered by shallow water. Wetland types include intermittent drainage systems, seasonal swales, and vernal pools. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Williamson Act. Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions and certain conditions need to be met prior to approval of an agreement.

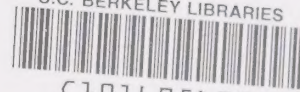
Yolo-Solano Air Quality Management District. Responsible for reducing and maintaining regional air pollution levels to within federal and state standards; prepares the federal Air Quality Management Plan (AQMP) and state Air Quality Attainment Plan (AQAP).

Zoning. The division of a city or county by legislative regulations into zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning district. A designated section of the city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county or city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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